

# **DEPARTMENTAL PROGRAMS (5 YEAR CAPITAL PLAN)**



**City of Detroit**  
**Capital Agenda Summary by Agency**  
*(in thousands of dollars)*

**Agency Name**      **36th District Court**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,852	\$0

**Agency Name**      **Airport**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$6,810	\$20,819	\$30,732	\$29,523	\$53,408	\$20,600	\$60,000	\$15,334	\$194,263

**Agency Name**      **Charles H. Wright Museum of African-American History**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$1,955	\$1,500	\$200	\$200	\$200	\$200	\$200	\$1,000	\$1,000

**Agency Name**      **Civic Center**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$9,000	\$0	\$1,040	\$1,000	\$1,005	\$610	\$1,000	\$46,270	\$4,655

**Agency Name**      **Culture, Arts and Tourism**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$2,000	\$1,240	\$6,980	\$5,250	\$635	\$360	\$750	\$2,200	\$13,975

**City of Detroit**  
**Capital Agenda Summary by Agency**  
*(in thousands of dollars)*

**Agency Name**      **Department of Health and Wellness Promotion**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$9,470	\$1,000	\$0	\$1,200	\$1,000	\$1,000	\$1,000	\$11,300	\$4,200

**Agency Name**      **Department of Public Works (DPW)**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$9,150	\$0	\$2,000	\$3,500	\$2,872	\$0	\$0	\$41,606	\$8,372

**Agency Name**      **Department of Transportation (DOT)**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$12,000	\$35,518	\$22,341	\$20,338	\$10,743	\$9,850	\$0	\$2,620	\$63,272

**Agency Name**      **Detroit Historical Museum**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$20,020	\$1,650	\$5,150	\$22,000	\$18,500	\$15,000	\$10,500	\$32,000	\$71,150

**Agency Name**      **Detroit Institute of Arts**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$4,850	\$33,125	\$17,700	\$12,350	\$700	\$0	\$0	\$25,000	\$30,750

**City of Detroit**  
**Capital Agenda Summary by Agency**  
*(in thousands of dollars)*

**Agency Name**      **Detroit Office of Homeland Security**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,195	\$0

**Agency Name**      **Detroit Public Library**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$737	\$12,846	\$12,913	\$7,480	\$12,741	\$4,497	\$0	\$50,477

**Agency Name**      **Detroit Transportation Corporation (DTC)**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$15,000	\$430	\$14,500	\$7,180	\$4,017	\$1,350	\$1,350	\$14,283	\$28,397

**Agency Name**      **Environmental Affairs**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$7,838	\$2,673	\$1,898	\$2,000	\$1,575	\$550	\$0	\$8,696

**Agency Name**      **Fire Department**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$19,625	\$1,500	\$1,178	\$1,798	\$2,660	\$2,660	\$7,160	\$45,320	\$15,456

**City of Detroit**  
**Capital Agenda Summary by Agency**  
*(in thousands of dollars)*

<b>Agency Name</b>		<b>Detroit Zoological Institute</b>					
Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed Recommended 5 Year Plan
\$8,385	\$4,450	\$3,500	\$8,250	\$7,750	\$10,000	\$3,750	\$120,750 \$33,250
<b>Agency Name</b>		<b>Municipal Parking Department</b>					
Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed Recommended 5 Year Plan
\$0	\$3,000	\$30,324	\$3,000	\$3,000	\$3,000	\$3,000	\$143,000 \$42,324
<b>Agency Name</b>		<b>Planning and Development</b>					
Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed Recommended 5 Year Plan
\$21,295	\$3,000	\$36,510	\$12,150	\$16,701	\$22,048	\$23,886	\$90,300 \$111,295
<b>Agency Name</b>		<b>Police Department</b>					
Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed Recommended 5 Year Plan
\$78,000	\$6,150	\$34,000	\$21,000	\$6,500	\$6,500	\$1,500	\$50,500 \$69,500
<b>Agency Name</b>		<b>Public Lighting Department</b>					
Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed Recommended 5 Year Plan
\$29,935	\$10,000	\$0	\$4,000	\$8,000	\$8,500	\$9,500	\$204,500 \$30,000

**City of Detroit**  
**Capital Agenda Summary by Agency**  
*(in thousands of dollars)*

**Agency Name      Recreation Department**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$28,535	\$14,750	\$1,000	\$19,000	\$22,500	\$21,500	\$22,500	\$47,035	\$86,500

**Agency Name      Sewerage Department (DWSD)**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$950,338	\$244,426	\$48,650	\$826,000	\$0	\$0	\$48,448	\$1,119,076

**Agency Name      Street Fund**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$229,466	\$149,657	\$126,300	\$38,100	\$38,100	\$37,100	\$23,930	\$389,257

**Agency Name      Water Department (DWSD)**

Authorized Unissued	2004-05 Budget	2005-06	2006-07	2007-08	2008-09	2009-10	Un-programmed	Recommended 5 Year Plan
\$0	\$630,554	\$140,823	\$465,959	\$115,899	\$27,800	\$0	\$194,995	\$750,481

**TOTALS**

<b>\$276,030</b>	<b>\$1,957,065</b>	<b>\$757,580</b>	<b>\$827,459</b>	<b>\$1,149,670</b>	<b>\$203,394</b>	<b>\$188,243</b>	<b>\$1,173,438</b>	<b>\$3,126,346</b>
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## Capital Agenda Summary by Funding Source

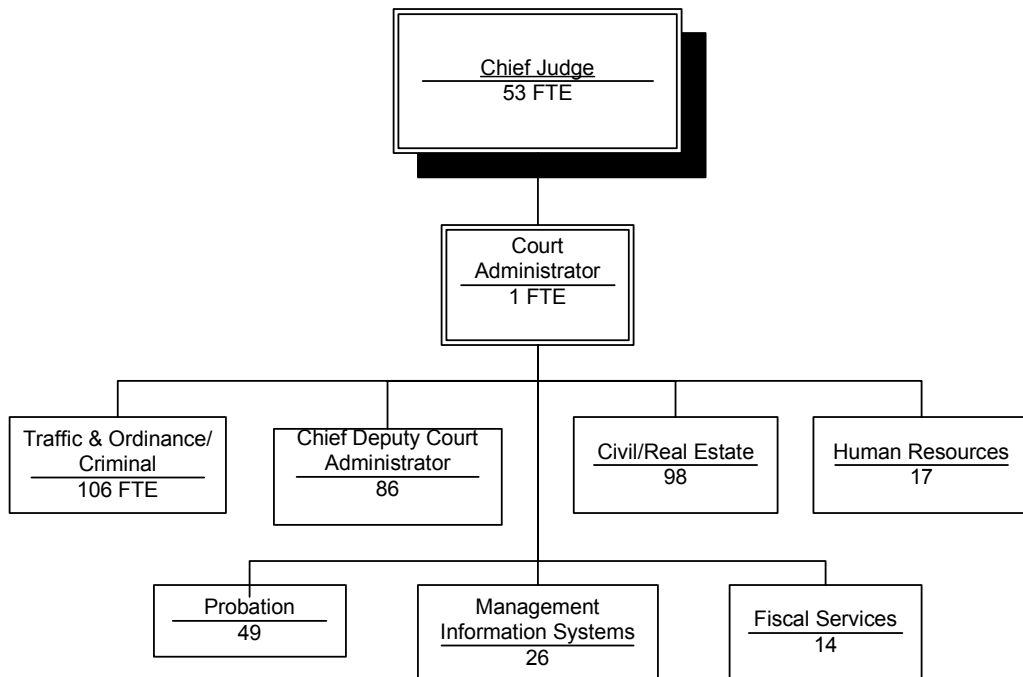
Sources of Funding	Authorized Unissued	Budget 2004-05	(000's omitted)					2009-10	Un- programmed	5-year Recommended Totals
			2005-06	2006-07	2007-08	2008-09	2009-10			
<b>Aviation Grants</b>										
Airport		\$18,655	\$30,648	\$29,506	\$53,405	\$19,098	\$58,500			\$191,157
<b>Total</b>		\$18,655	\$30,648	\$29,506	\$53,405	\$19,098	\$58,500			\$191,157
<b>Block Grants</b>										
Planning & Development			\$10,110	\$12,150	\$8,201	\$6,048	\$5,886			\$42,395
<b>Total</b>		\$0	\$10,110	\$12,150	\$8,201	\$6,048	\$5,886	\$0		\$42,395
<b>Cash Capital</b>										
Airport		\$10	\$56	\$6	\$3					\$65
Civic Center		\$430	\$900	\$480	\$350	\$350	\$350			\$2,430
Historical Museum			\$150							\$150
Library			\$170	\$85	\$85	\$85	\$85			\$510
<b>Total</b>		\$440	\$1,276	\$571	\$438	\$435	\$435			\$3,155
<b>CDBG Loans (Sec. 108)</b>										
Planning & Development			\$26,400							\$26,400
<b>Total</b>			\$26,400							\$26,400
<b>Congestion Mitigation Air Quality</b>										
Department of Transportation		\$3,200	\$978	\$880						\$1,858
<b>Total</b>		\$3,200	\$978	\$880	\$0	\$0	\$0			\$1,858
<b>Clean Michigan Initiative/Bond</b>										
Environmental Affairs		\$7,473	\$2,198	\$1,698	\$1,700	\$1,475	\$500			\$7,571
<b>Total</b>		\$7,473	\$2,198	\$1,698	\$1,700	\$1,475	\$500			\$7,571
<b>Environmental Protection Agency</b>										
Environmental Affairs		\$315	\$275	\$100	\$200					\$575
<b>Total</b>		\$315	\$275	\$100	\$200					\$575
<b>Federal Transportation Grant</b>										
Dept. of Transportation		\$9,006	\$17,044	\$12,326	\$5,398	\$4,680	\$0		\$0	\$39,447
<b>Total</b>		\$9,006	\$17,044	\$12,326	\$5,398	\$4,680			\$0	\$39,447

Sources of Funding	Authorized Unissued	Budget 2004-05	(000's omitted)					2009-10	Un- programmed	5-year Recommended Totals
			2005-06	2006-07	2007-08	2008-09				
<b>General Obligation Bonds</b>										
36th District Court										
Airport	\$6,810	\$2,000	\$25	\$10		\$1,503	\$1,500	\$9,852	\$0	\$0
Charles H. Wright Museum	\$1,955	\$1,500	\$200	\$200		\$200	\$200	\$15,334	\$3,038	\$3,038
Civic Center	\$9,000							\$1,000	\$1,000	\$1,000
Culture, Arts and Tourism	\$2,000	\$400	\$470			\$360	\$750	\$46,270	\$0	\$0
Department of Public Works	\$9,150			\$3,500				\$2,200	\$2,215	\$2,215
Dept. of Transportation	\$12,000		\$2,000	\$4,000		\$4,000		\$41,606	\$8,372	\$8,372
Detroit Institute of Arts	\$4,850	\$5,000		\$4,850				\$2,620	\$12,000	\$12,000
Detroit Transportation Corp.	\$15,000		\$9,600	\$2,700		\$2,667		\$25,000	\$4,850	\$4,850
Fire Department	\$19,625	\$1,500	\$1,178	\$1,798		\$2,660	\$7,160	\$14,283	\$14,967	\$14,967
Dept. of Health and Wellness Promotion	\$9,470	\$1,000		\$1,200		\$1,000	\$1,000	\$45,320	\$15,456	\$15,456
Historical Museum	\$20,020	\$1,650	\$0	\$0		\$1,500	\$500	\$11,300	\$4,200	\$4,200
Library								\$32,000	\$3,000	\$3,000
Office of Homeland Security										
Planning & Development	\$21,295	\$3,000				\$8,500	\$18,000	\$3,195	\$42,500	\$42,500
Police Department	\$78,000	\$6,150	\$34,000	\$21,000		\$6,500	\$1,500	\$50,500	\$69,500	\$69,500
Public Lighting	\$29,935	\$10,000	\$0	\$4,000		\$8,000	\$9,500	\$204,500	\$30,000	\$30,000
Street Funds								\$13,130		
Recreation	\$28,535	\$6,750	\$1,000	\$4,000		\$7,500	\$7,500	\$47,035	\$26,500	\$26,500
Zoological Institute	\$8,385	\$3,450	\$2,000	\$3,000		\$3,500	\$2,500	\$120,750	\$13,000	\$13,000
<b>Total</b>	<b>\$276,030</b>	<b>\$42,400</b>	<b>\$50,473</b>	<b>\$50,258</b>	<b>\$49,534</b>	<b>\$50,223</b>	<b>\$50,110</b>	<b>\$776,195</b>	<b>\$250,598</b>	
<b>Michigan Gas &amp; Weight Taxes</b>										
Street Fund										
<b>Total</b>		<b>\$32,204</b>	<b>\$33,261</b>	<b>\$28,700</b>		<b>\$26,500</b>	<b>\$25,500</b>	<b>\$10,800</b>	<b>\$140,461</b>	
<b>Other Identified Sources</b>										
Airport		\$148	\$2						\$2	
Culture, Arts and Tourism	\$840		\$6,510	\$5,250					\$11,760	\$11,760
Detroit Transportation Corp.		\$4,000	\$4,000	\$4,000		\$1,000	\$1,000		\$11,000	\$11,000
Detroit Public Library			\$12,676	\$12,828		\$7,395	\$4,412		\$49,967	\$49,967
Historical Museum			\$2,000	\$17,000		\$12,000	\$5,000		\$45,000	\$45,000
Recreation	\$8,000		\$0	\$5,000		\$5,000	\$5,000		\$20,000	\$20,000
Zoological Institute			\$1,000	\$2,000		\$1,000	\$1,000		\$8,000	\$8,000
<b>Total</b>	<b>\$8,988</b>	<b>\$26,188</b>	<b>\$46,078</b>	<b>\$26,395</b>	<b>\$30,656</b>	<b>\$16,412</b>	<b>\$0</b>	<b>\$145,729</b>		

Sources of Funding	Authorized Unissued	Budget 2004-05	(000's omitted)					2009-10	Un- programmed	5-year Recommended Totals
			2005-06	2006-07	2007-08	2008-09	2009-10			
<b>Other Sources - State TIP</b>										
Street Fund		\$197,262	\$116,396	\$97,600	\$11,600	\$11,600	\$11,600	\$11,600		\$248,796
<b>Total</b>		\$197,262	\$116,396	\$97,600	\$11,600	\$11,600	\$11,600	\$11,600		\$248,796
<b>Parking System Reserve Fund</b>										
Municipal Parking		\$3,000	\$30,324	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$143,000	\$42,324
<b>Total</b>		\$3,000	\$30,324	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$143,000	\$42,324
<b>Private Funds</b>										
Detroit Institute of Arts		\$28,000	\$17,700	\$7,500	\$700					\$25,900
Historical Museum			\$3,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000		\$23,000
Zoological Institute		\$1,000	\$500	\$3,250	\$3,250	\$5,000	\$5,000	\$250		\$12,250
<b>Total</b>		\$29,000	\$21,200	\$15,750	\$8,950	\$10,000	\$5,250	\$0		\$61,150
<b>Reinvestment Earnings (Interest)</b>										
Detroit Institute of Arts		\$125							\$0	\$0
Detroit Public Library		\$737								
<b>Total</b>		\$862	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Replacement and Renewal Fund</b>										
Civic Center		\$0	\$1,040	\$1,000	\$1,005	\$610	\$1,000	\$1,000	\$0	\$4,655
<b>Total</b>		\$0	\$1,040	\$1,000	\$1,005	\$610	\$1,000	\$1,000	\$0	\$4,655
<b>Revenue Supported</b>										
Sewerage		\$950,338	\$244,426	\$48,650	\$826,000				\$48,448	\$1,119,076
Water		\$630,554	\$140,823	\$465,959	\$115,899	\$27,800			\$194,995	\$750,481
<b>Total</b>		\$1,580,892	\$385,249	\$514,609	\$941,899	\$27,800			\$243,443	\$1,869,557
<b>State Transportation Grant</b>										
Dept. of Transportation		\$18,052	\$4,319	\$3,132	\$1,345	\$1,170				\$9,966
<b>Total</b>		\$18,052	\$4,319	\$3,132	\$1,345	\$1,170				\$9,966

Sources of Funding	Authorized Unissued	Budget 2004-05	(000's omitted)				2009-10	Un- programmed	5-year Recommended Totals
			2005-06	2006-07	2007-08	2008-09			
<b>Unidentified Sources</b>									
Airport		\$7							\$0
Environmental Affairs		\$50	\$200	\$100	\$100	\$100	\$50		\$550
Recreation			\$10,000	\$10,000	\$10,000	\$10,000	\$10,000		\$40,000
<b>Total</b>		\$57	\$200	\$10,100	\$10,100	\$10,100	\$10,050	\$0	\$40,550
<b>Urban Mass Transit Grants</b>									
Dept. of Transportation		\$5,260							\$0
<b>Total</b>		\$5,260							\$0
<b>GRAND TOTAL</b>	<b>\$276,030</b>	<b>\$1,957,065</b>	<b>\$757,579</b>	<b>\$827,458</b>	<b>\$1,149,670</b>	<b>\$203,394</b>	<b>\$188,243</b>	<b>\$1,173,438</b>	<b>\$3,126,343</b>

# 36<sup>TH</sup> DISTRICT COURT



## **36<sup>th</sup> DISTRICT COURT**

### **AGENCY MISSION**

The mission of the 36<sup>th</sup> District Court is to administer justice with fairness, equality and integrity, resolve matters before the court in a timely manner with trained and motivated staff, and provide courteous and prompt service in a manner that inspires public trust and confidence.

### **CURRENT FACILITIES**

The 36<sup>th</sup> District Court is a limited jurisdiction court serving the City of Detroit. The Court has exclusive jurisdiction in all litigation up to \$25,000 and handles small claims and landlord/tenant proceedings. Criminal jurisdiction includes all misdemeanor criminal offenses and preliminary examination of felony offenses. Annual case filings exceed 500,000, the majority of which are handled in the Traffic Ordinance Division.

The 36<sup>th</sup> District Court is located at 421 Madison Avenue, at the corner of Brush Street. The building, which is privately owned and leased to the City of Detroit, is a converted J.L. Hudson warehouse. The 36<sup>th</sup> District Court is the largest District Court in Michigan and one of the largest in the country. More than 7,500 citizens per day come to the court to conduct business. Five of the six floors in the building are used for Court Operations.

The Traffic Ordinance Division occupies the majority of the 1<sup>st</sup> floor. There are 13 teller windows where citizens may pay traffic tickets and other fines, file motions, post bonds, schedule court dates and attend to similar matters. The 2<sup>nd</sup> floor is primarily occupied by the Civil/Real Estate Division. There are 8 teller windows on this floor where citizens can make payments and file small claims and landlord/tenant actions.

There are 32 courtrooms in the building, with administrative functions located on the fifth floor. The Procurement and Probation Departments are located on the third floor. The sixth floor is used for storage.

The court moved its operations to the building in 1985. Lack of adequate space is a major concern of the court. With the high volume of daily traffic, offices, courtrooms and hallways are consistently over crowded. Dockets are so large that the defendant must wait in the hall until they are called for trial. In addition, there is a lack of space for Probation Counseling, and very little meeting space.

### **FIVE-YEAR HISTORY**

Nearly all of the building improvements were completed in the mid 1980's in conjunction with the conversion from a warehouse to a courthouse. In early 2001, there was a renovation of the lobby and the cashier's area was remodeled to lower the counters and add Plexiglas panels. In 2003 major renovations were completed on the existing elevators. The improvements included the addition of a new elevator, plus repair of the existing four cars. The city has appropriated \$500,000 for this project.

There are discussions underway with Ford Field to construct a Promenade or an underground parking garage for the Judges adjacent to the building. This will allow the streets to be free from parked vehicles in front of the court building (on both sides of the street). In addition, there are plans to relocate the two air intakes from the corners of the courthouse to the roof. Both of these improvements are in compliance with the September 11, safety based recommendations. Neither of these projects are part of the court's Capital Agenda. The Court has been requested to

## **36<sup>th</sup> DISTRICT COURT**

place two Magistrates and their administrative staff in the proposed Public Safety Mall. No decision has been made regarding the matter. The City of Detroit also may have plans to build a Court Tower sometime in the future. There is a possibility that those plans may include the 36<sup>th</sup> District Court.

### **PROPOSED FIVE YEAR CAPITAL PLAN**

The proposed capital program provides for renovations and improvements to the Madison Center will help to resolve the space problems, provide additional safety features and make improvements to the buildings appearance reflective of the new construction in the immediate vicinity.

#### **Mechanical System Revisions**

Air quality has been a long-standing problem at the 36<sup>th</sup> District Court. Because the air intake vents are located just above the first floor, exhaust and other odors frequently enter and permeate the building. This also creates a security risk for the Court employees and citizens who frequent the building. As the vents are so accessible, chemicals could easily be disbursed throughout the building. Changes in the mechanical system would move these vents to the roof, and create a continuous air flow throughout the building.

#### **Seventh Floor Courtrooms and Chambers**

The 6<sup>th</sup> floor ceiling at the Madison Center is 21.3 feet high. This will permit the addition of a new seventh floor with no requirement to raise the existing roof. Each floor in the building consists of approximately 40,000 square feet. An additional new 10 courtrooms and Judges Chambers can be constructed on approximately 2/3 of the new space. This

will increase the number of courtrooms to 42 and allow each Judge and Magistrate to have a designated courtroom. In addition, the project will require an additional elevator and extension of existing elevators to the seventh floor.

#### **Expansion of Probation Area**

The Probation Division is currently located on the third floor. Serious overcrowding conditions exist in that area. Cubicles are small, and many counseling sessions being partially held in the aisle way. This plan proposes using the remaining space on the new 7<sup>th</sup> floor to house the Probation Division. Forty cubicles will be constructed as Probation counseling offices, with additional common space for key family members and others.

#### **Secure Rooms**

At least one secure room will be constructed on each floor. These rooms will be used for victims, family members and witnesses. Currently, due to space limitations, these citizens must wait in the hall or the courtroom.

#### **Sixth Floor Improvements**

Currently the sixth floor is used for storage. The addition of the seventh floor will necessitate improvements to existing heating systems and electrical upgrades. This will permit a better utilization of the space, and provide some additional room for expansion.

#### **Stair Renovations**

Due to the high volume of traffic in the court, use of the existing stairwells would provide an additional means accessing courtrooms. In addition, the stairwells need to be extended to the new seventh floor.

## **36<sup>th</sup> DISTRICT COURT**

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

The Court has no inter-departmental capital relationships with any city agencies.

### **GOALS FOR CAPITAL PROGRAM**

1. To make greater use of the building's square footage to increase courtroom and administrative space.
2. To make the facility more accessible and secure for visitors.
3. To revitalize the appearance of our aging facility.
4. To allow litigants to be advised of which courtroom to go to prior to their arrival at the Court.
5. To provide each Judge and Magistrate with a specific courtroom. Thereby avoiding the daily rotation and confusing logistical issues that the court and litigants adversely experience.

### **RATIONALE FOR CAPITAL PROGRAM**

Since the 36<sup>th</sup> District Court moved into this facility in 1985, the volume of cases has increased dramatically. The current facility does not allow each Judge and Magistrate to have permanently assigned courtrooms. This creates significant scheduling problems for the Court Administration, and considerable confusion for the Court's customers. Expansion of the building to include additional courtrooms on the new seventh floor would help the Court in fulfillment of its mission to resolve matters before the Court in a timely manner.

The additional space for Probation and witness rooms would provide for better service of customers, and aid in inspiring public trust and confidence.

## **36<sup>th</sup> DISTRICT COURT**

### **Mechanical System Revisions**

Changes in the mechanical system would move air intakes vent to the roof, and create a continuous airflow throughout the building.

\$ 1,443,000 Unprogrammed

### **Seventh Floor Courtrooms, Chambers and Probation**

This project calls for the construction of a seventh floor and ceiling within the existing 2.13 feet high sixth floor. Ten additional courtrooms will be constructed and will be accessible from the public corridor running diagonally across the building. 10 suites to be used for the Judges chambers will occupy the south-east corner of the building. These rooms will only be accessible from a secure corridor between the chambers and the courtrooms. The north-west corner of the building will house 41 new cubicles with a public waiting area and conference rooms. This area shall be accessible from the public corridor.

\$ 7,200,000 Unprogrammed

### **Extending Elevator to Seventh Floor**

Extension of current bank of elevators to seventh floor is necessary to provide access to the public. The additional elevator is necessary due to the increased amount of traffic in the building.

\$ 700,000 Unprogrammed

### **Sixth Floor Heating, Air Conditioning and Lighting**

These improvements are necessary due to construction of the seventh floor.

\$ 300,000 Unprogrammed

### **Addition of Victims/Witness/Family Rooms on each Trial Court Floor**

Rooms will provide privacy to litigants and their attorneys, and secure areas for witnesses and families of victims. Currently hallways on each floor are used for this purpose.

\$ 9,000 Unprogrammed

### **Renovation of Judges Stairs**

Additional access to seventh floor is required for safety purposes.

\$ 200,000 Unprogrammed

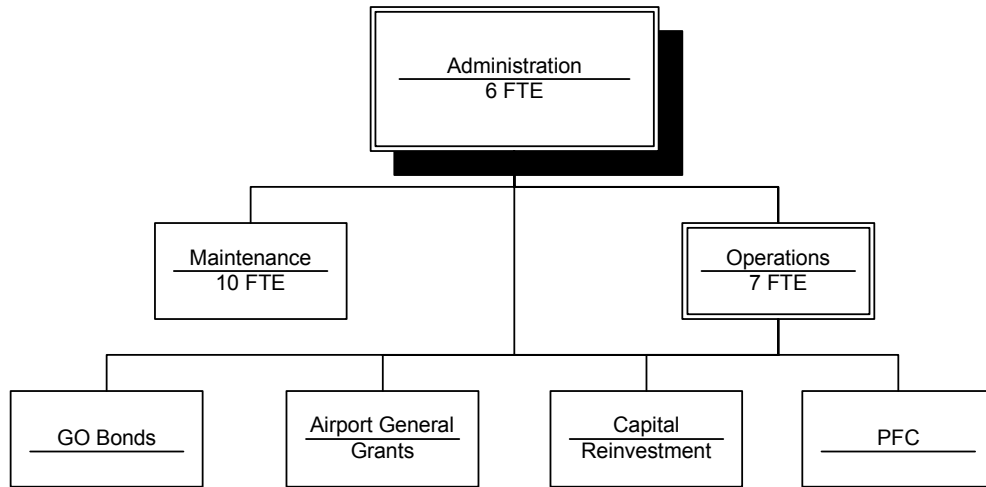
**City of Detroit**  
**Proposed Capital Agenda**  
**FY 2005-06 through 2009-10**  
**36th District Court**

<i>Project Status</i>	<i>Timeline</i>	<i>Impact on Budget</i>	<i>Impact on Staffing</i>	<i>Impact on Budget</i>	<i>Funding Source</i>	<i>Auth. Unissued</i>	<i>Budget 2004-05</i>	<i>2005-06</i>	<i>2006-07</i>	<i>2007-08</i>	<i>2008-09</i>	<i>2009-10</i>	<i>Un-Program</i>	<i>Rec. 5-Year Plan Total</i>
Mechanical System Revisions	N	P	NOI	NSI	G.O.								\$1,443	\$0
Seventh Floor Courtrooms, Chambers and Probation	N	P	NOI	NSI	G.O.								\$7,200	\$0
Extending Elevator to Seventh Floor	N	P	NOI	NSI	G.O.								\$700	\$0
Sixth Floor HVAC	N	P	NOI	NSI	G.O.								\$300	\$0
Addition of Victims/Witness/ Family Rooms on each Trial Court Floor	N	P	NOI	NSI	G.O.								\$9	\$0
Renovation of Judges' Stairs	N	P	NOI	NSI	G.O.								\$200	\$0
<b>Total by Funding Source</b>						<u>Auth Unissued</u>	<u>Budget 2004-05</u>	<u>2005-06</u>	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>	<u>2009-10</u>	<u>Un-Program</u>	<u>5-Year Total</u>
					G.O.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,852	\$0
<b>Total by Agency: 36th District Court</b>						<u>Budget 2004-05</u>	<u>2005-06</u>	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>	<u>2009-10</u>	<u>Un-Program</u>	<u>Grand Total</u>	
						\$0	\$0	\$0	\$0	\$0	\$0	\$9,852	\$9,852	

*Project Status: M=project is maintaining current infrastructure; N=project will result in new development*  
*Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway*  
*Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact*  
*Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact*  
*Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget*



# AIRPORT



## **DETROIT CITY AIRPORT**

### **A GENCY MISSION**

Accelerate the growth of Detroit as a commercial, industrial transportation center.

### **CURRENT FACILITIES**

The Airport Department operates the Coleman A. Young Municipal Airport (renamed in 2003), which encompasses over 300 acres of land, generally bound by Gratiot and Grinnell on the south, Conner on the east, French Road on the west and Mt. Olivet on the north. The Airport Department also holds properties in other off airport areas such as a 30-acre parcel to the west of the Airport, formally owned by Chrysler, and an 11-acre parcel at the corner of Conner and Glenfield formally occupied by the DeLasalle School and the Women's Justice Center

There are two runways: the east/west runway (7/25) is 4,025 feet by 100 feet wide and the north/south runway (15/33) is 5,090 feet by 100 feet wide.

The major structures within the airport boundaries are: the Air Carrier Terminal, Temporary Terminal, Executive Terminal with 14 large hangar bays, Triturator, ramp equipment storage building, Air Rescue Fire Fighting (ARFF) station No. 20, 130 T-hangars (96 small, 24 medium and 10 large) and 384 automobile parking spaces.

### **FIVE YEAR HISTORY**

During the past five years, Detroit City Airport Department completed projects to enhance the airport operating environment and continued to develop a more customer-focused facility. These projects were funded through federal, state and local grants. Projects include Wildlife Management Study, Exhibit A Property Map, DeLasalle School Demolition, Rehabilitation of Taxiway's H, L, M, Main Passenger Terminal Canopy, New Snow Removal &

Airport Maintenance Vehicles, South Building Demolition (\$350,000), Runway Safety Area Study (\$50,000), Railroad Relocation Study (\$50,000) and land acquisition including the DeLasalle School (\$2.5 million).

The Airport Department began the French Road Land Acquisition Project in 1994 to acquire and relocate the residential or commercial/industrial land uses, and demolish the structures within the areas currently under waivers from the FAA. By completing this land acquisition project, the operating environment at the Airport will be in line with Federal Aviation Administration (FAA) airport design standards that require standard runway safety areas and clear zones. It will promote safer operations and more compatible land use around the airport, while reducing the adverse environmental impacts.

Phases I & II of the land acquisition program are 95 % complete. The program total investment in land acquisition since 2000 is \$5,239,687. Phase III and IV consist of forty-five vacant lots, and fifty-one residential properties. Phase V, which completes the project, consists of sixty-three vacant lots and seventy-five residential properties.

### **PROPOSED FIVE-YEAR CAPITAL PLAN**

City Airport Department's proposed five-year plan focus is on Mayor Kilpatrick's vision of Kids, Cops, and Clean Detroit. We will upgrade the existing facilities and equipment; safety and security; continue implementation of the Airport Master Plan. This capital plan also captures an opportunity to realize a 775% return on investment of local spending.

## DETROIT CITY AIRPORT

The goal of the Airport Master Plan is to develop an aviation environment that results in compatible land use, optimizing the strategic location of the Detroit City Airport Department to promote air trade from a National, State and Local perspective.

Another issue facing the City Airport Department is a nation-wide effort on the part of the FAA to have standard runway safety areas in place on every runway in the nation. This regulation is scheduled to take effect in calendar year 2007. We will be adversely affected since the City Airport Department may end up with an even shorter runway and be unable to meet the aviation needs of our present customers and eliminate the possibility of airline service at our airport. The projects included in the master plan are:

a) A 5,000 to 6,500 foot replacement runway. This runway will allow existing Runway 15-33 area to be redeveloped for revenue generation. We will maximize the area available between the replacement runway and Van Dyke Ave. for new terminal and other commercial development. The proposed plan may require railroad lines south of the airport to be relocated and some industrial development along Grinnell and Gratiot to be acquired and relocated. The replacement runway alternative reduces the need for the relocation of Van Dyke Ave, and increases the possibility of reopening East McNichols Rd, maximizes the use of the Mini-take area for future airfield development and provides for adequate Federal Aviation (FAR) Part 77 clearance of the Daimler Chrysler facility. The exact location and runway length for development will be determined after more detailed study and coordination with the FAA.

- b) Construction of new T-hangers.
- c) Construction of a new Aircraft Rescue and Fire Fighting facility in collaboration with the Detroit Fire Department.
- d) Development of a new Police aviation facility including a heliport to serve the needs of other helicopter operating tenants.
- e) Redevelopment of the Executive Terminal to serve as a Fly-In Commercial / Conference Center
- f) Replacement of cargo apron.
- g) Airport's short-term solution to improve security after 9/11 has been the addition of security guards. Beginning in 2003, however, new and improved perimeter fencing will be constructed along with various other security improvements including the installation of an Explosives Detection System.
- h) Airport will continue the land acquisition program to facilitate safety areas, clear zones and ultimately the replacement of the existing runway.
- i) Airport will conduct the FAA mandated Runway Safety Area study in 2003.
- j) Airport will do a Railroad Relocation Study in 2003 to determine viable options to relocate Conrail RR for future runway development.

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

As the Airport District grows, we will develop the staff and equipment to work in conjunction with any City Department where there is an opportunity for synergy. We can support the functions of DPW, Recreation, Fire and Police Departments by helping to provide services to adjacent community geographical areas- Clusters 1, 2, and 3. City Airport is a unique point of

## **DETROIT CITY AIRPORT**

service because our location borders these three areas. This is a prime example of our strategic location.

We will construct a new ARFF / Fire facility, in conjunction with the Detroit Fire Department to service the Airport and the surrounding community.

The new police aviation facility builds on a long-term relationship between the Airport and the Police Department. It is critical that we pool resources and capture federal dollars from Homeland Defense funding to provide a safe and secure environment while reducing operating cost through shared resources.

### **GOALS FOR CAPITAL PROGRAM**

To improve safety at the airport through updating the existing airport equipment and facilities and provide an airport that is modern and integrated into the needs of the local community.

1. To foster environmentally friendly and compatible land use in the City Airport community.
2. Promote jobs and economic development in the City of Detroit and southeast Michigan.

3. Promote aviation and the business/career opportunities available in the aviation industry.
4. To achieve a financially self-sufficient airport operation

### **RATIONALE FOR CAPITAL PROGRAM**

The Capital Improvement Program for the Detroit City Airport Department is designed to meet the mission of the Airport Department by enhancing the amenities to our community, the traveling public, business community and recreational pilots. By leveraging local investment we will ensure that our youth receive good education, career development, and job opportunities. City Airport is vital to the City, State and National transportation infrastructure and a key component in attracting more jobs and economic opportunities to our community.

Customers in Detroit will benefit from the presence of an Airport District that trains and educates, is safe, provides high quality service and has a position as a “special and desirable” place to be in Detroit. We will realize our vision

## **DETROIT CITY AIRPORT**

The following is a narrative description of the development projects that make up Detroit City Airport Department's five-year Capital Improvement Program.

### **LAND ACQUISITION**

Land Acquisition Phases I through IV and building demolition (including DeLasalle) is the continuation of a program began in 1994, and is required by the FAA, to clear the primary surface and building restriction line for existing runways. Phase V and beyond will position Detroit City Airport Department as a revenue-producing economic center attracting new aviation services and land lease agreements such as the DaimlerChrysler buy lease-back agreement.

#### **Minitake - Phase III**

Continuation of land acquisition west of French Road to meet current FAA clearance requirements for runway 15-33. General Obligation Bond funds of \$500,000 were budgeted for this project in FY2004-05. Aviation grants of \$4,750,000 were also requested in FY2004-05.

#### **Minitake - Phase IV**

Continuation of land acquisition west of French Road to meet current FAA clearance requirements for runway 15-33. Aviation grants of \$6,935,000 were also requested in FY2004-05.

2008-09	\$1,500,000	General Obligation Bonds
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#### **Commercial**

Miscellaneous, as yet undefined, commercial property acquisition for future runway

2005-06	\$28,500,000	Aviation Grants – Federal
	1,500,000	Unprogrammed

#### **Minitake Phase V & Commercial**

Completion of Minitake Project with property to Gilbo Street to meet current FAA clearance requirements for runway 15-33

2006-07	\$14,250,000	Aviation Grants – Federal
2009-10	1,500,000	General Obligation Bonds

#### **Land Acquisition**

Various parcels

2007-08	\$38,000,000	Aviation Grants – Federal
	2,000,000	Unprogrammed

## **DETROIT CITY AIRPORT**

### **Land Acquisition**

Miscellaneous, as yet undefined, commercial property acquisition for future runway

2008-09	\$19,000,000	Aviation Grants – Federal
	1,000,000	Unprogrammed

### **SAFETY & SECURITY**

The Safety & Security program is an on-going program that enables Detroit City Airport Department to meet Federal Aviation Administration (FAA) regulatory and design standards as well as improve homeland security. Mechanisms to discourage acts of terror and mitigate emergencies include back up auxiliary power, supplemental apron lighting and improved screening for drugs, chemicals and explosives.

### **Apron Utilization Plan & Apron Modifications**

Analysis of existing and future apron needs for aircraft parking

2004-05	\$380,000	Aviation Grants – Federal
	10,000	Aviation Grants – State
	10,000	Other Sources

### **Various security improvements (such as Explosives Detection System and/or Explosives Trace Detection System) to meet current FAA security requirements**

2004-05	\$1,900,000	Aviation Grants – Federal
	50,000	Aviation Grants – State
	50,000	Unprogrammed

### **Perimeter Security Fencing**

Upgrade/improvement to various sections of airport security/perimeter fencing for which the exact location will be determined on an ‘as needed’ basis

2005-06	95,000	Aviation Grants – Federal
	2,500	Aviation Grants - State
	2,500	Cash Capital
2006-07	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants - State
	2,500	Cash Capital

### **Security Testing & Evaluation**

Sabre 2000 drugs, chemical, explosives detector

2005-06	\$52,250	Aviation Grants – Federal
	1,375	Aviation Grants - State
	1,375	Cash Capital

## DETROIT CITY AIRPORT

### Standby Engine/Generator Terminal Building

This project is necessary to provide emergency power for main passenger terminal building

2006-07	380,000	Aviation Grants – Federal
	10,000	Aviation Grants – State
	10,000	General Obligation Bonds

### Obstruction Lighting

Provides for red obstruction lighting if and when needed

2008-09	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants – State
	2,500	General Obligation Bonds

## AIRFIELD IMPROVEMENTS

The Airfield Improvement Program ensures compliance with FAA standards and undertakes projects to modernize the Airport facility to make it competitive and profitable in the airport industry. Projects include updating the Airport Layout Plan, determining whether the existing runways comply with FAA safety area standards and repairing and/or removing severely deteriorated pavements. The viability of relocating a rail line at the south of the Airport will be assessed along with the environmental impact of a new runway. A new 5,700-foot runway, as well as, new heliport and cargo areas will be constructed at Detroit City Airport Department.

### Benefit Cost Analysis

To evaluate the feasibility of relocating the primary runway and various improvements to Airport facilities.

2003-04	\$117,000	Aviation Grants - Federal
	6,500	Aviation Grants - State
	6,500	Unidentified Sources

### Environmental Impact Study (EIS) for new runway

2004-05	\$1,425,000	Aviation Grants - Federal
	37,500	Aviation Grants - State
	37,500	Other Sources

### Heliport

Heliport landing area to serve basic helicopters

2005-06	\$270,000	Aviation Grants – State
	30,000	Unprogrammed

## **DETROIT CITY AIRPORT**

### **Runway Safety Area EMAS Improvements**

2006-07	\$10,450,000	Aviation Grants - Federal
	275,000	Aviation Grants - State
	275,000	Unprogrammed

### **New Cargo Area**

Replace existing cargo area which is needed to accommodate new runway

2007-08	\$14,250,000	Aviation Grants – Federal
	375,000	Aviation Grants - State
	375,000	Unprogrammed

### **Construct New 5,700 foot Runway**

2009-10	\$57,000,000	Aviation Grants – Federal
	1,500,000	Aviation Grants – State
	1,500,000	Unprogrammed

## **BUILDINGS & GROUNDS**

The Building and Grounds program is an on-going endeavor to ensure that Airport infrastructure is responsive to the dynamic airport industry and supportive of Airport operations. The completion of these projects will create lease space, improve aesthetics promote a cleaner environment, enhance user amenities and ultimately increase the revenue generation capacity of the Airport.

### **T-Hangar Exterior Painting**

The FY 2004 –05 budget includes \$150,000 in general obligation bonds for the painting of existing T-Hangars.

### **Airport Signage Improvements**

Improve signage to and visibility of the airport

2004-05	\$100,000	Other Sources
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### **Renovate Executive Terminal**

Renovate Executive Terminal for commercial/retail use. The FY 2004 –05 budget includes \$1,350,000 in general obligation bonds for the renovations.

2004-05	\$ 850,000	Aviation Grants – Federal
	300,000	Unprogrammed

## **DETROIT CITY AIRPORT**

### **Upgrade Terminal Entrance/Access Road**

2004-05	\$1,330,000	Aviation Grants - Federal
	35,000	Aviation Grants – State
	35,000	Unprogrammed

### **T-Hangar Construction**

2004-05	\$427,500	Aviation Grants - Federal
	11,250	Aviation Grants – State
	11,250	Unprogrammed

### **Terminal Apron Lighting**

2004-05	\$380,000	Aviation Grants – Federal
	10,000	Aviation Grants – State
	10,000	Cash Capital

### **Equipment to Maintain Area Properties**

Lawn Maintenance equipment to maintain properties acquired under other projects

2005-06	\$38,000	Aviation Grants – Federal
	2,000	Other Sources

### **Police Aviation Facility**

Replacement facility for existing police aviation facility that would be removed for the new runway

2005-06	\$4,000,000	Unprogrammed
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### **Passenger Loading Bridge**

PLB to accommodate regional jets

2005-06	\$380,000	Aviation Grants – Federal
	10,000	Aviation Grants – State
2006-07	\$760,000	Aviation Grants – Federal
	20,000	Aviation Grants – State
	20,000	Unprogrammed

### **Airport Aesthetics Improvements**

Terminal area beautification

2005-06	\$475,000	Aviation Grants – Federal
	12,500	Aviation Grants – State
	12,500	Unprogrammed

## DETROIT CITY AIRPORT

### Snow Removal Equipment (SRE)

Building Maintenance/storage facility for snow removal equipment. The Airport does not presently have such a facility.

2005-06	\$285,000	Aviation Grants – Federal
	15,000	Unprogrammed

### Landscaping (Architectural, Art, Aesthetics)

Terminal area beautification

2005-06	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants – State
	2,500	Cash Capital
2006-07	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants – State
	2,500	Cash Capital
2007-08	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grants – State
	2,500	Cash Capital

### Low Emission Vehicle Program

Acquire three electric, two natural gas airport police and operations vehicles.

2005-06	\$209,000	Aviation Grants - Federal
	\$5,500	Aviation Grants - State
	\$5,500	Unprogrammed

### Expand/Renovate Terminal Building

2006-07	\$2,400,000	Other Sources
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### Airport Rescue Fire Fighting (ARFF) Building, New Site

Replace existing ARFF facility for future runway.

2006-07	\$2,850,000	Aviation Grants – Federal
	75,000	Aviation Grants – State
	75,000	Unprogrammed

### Long Term Parking at DeLasalle

Construction of long-term parking lot on DeLasalle site for replacement of Lot D. This is a continuation of the terminal area improvement program.

2006-07	\$90,000	Aviation Grants – State
	1,710,000	Unprogrammed

## DETROIT CITY AIRPORT

### Digital Message Sign

Acquire/install a digital message sign in the terminal area as a passenger amenity. This is a continuation of the terminal area improvement program.

2006-07	\$95,000	Aviation Grants – Federal
	2,500	Aviation Grant - State
	2,500	Unprogrammed

### Snow Removal Equipment (SRE) Building

2007-08	\$665,000	Aviation Grants – Federal
	17,500	Aviation Grant - State
	17,500	Unprogrammed

**City of Detroit**  
**Proposed Capital Agenda**  
**FY 2005-06 through 2009-10**

**Airport**

	Project Status	Timeline	Impact on		Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un- Program	Rec. 5-Year Plan Total
			Budget	Staffing										
Land Acquisition - Minitake Phase 3	M	U	NOI	NSI	G.O.		\$500							\$0
Land Acquisition - Minitake Phase 3	M	U	NOI	NSI	A.G.		\$4,750							\$0
Land Acquisition - Minitake Phase 4	M	U	NOI	NSI	G.O.	\$1,500					\$1,500			\$1,500
Land Acquisition - Minitake Phase 4	M	U	NOI	NSI	A.G.		\$6,935							\$0.0
Land Acquisition - Commercial	M	U	NOI	NSI	G.O.								\$1,500	\$0.0
Land Acquisition - Commercial	M	U	NOI	NSI	A.G.			\$28,500						\$28,500.0
Land Acquisition - Minitake Phase 5 & Commercial	N	U	NOI	NSI	G.O.	\$1,500						\$1,500		\$1,500.0
Land Acquisition - Minitake Phase 5 & Commercial	N	U	NOI	NSI	A.G.				\$14,250					\$14,250.0
Land Acquisition - Various Misc.	N	U	NOI	NSI	G.O.								\$2,000	\$0.0
Land Acquisition - Various Misc.	N	U	NOI	NSI	A.G.				\$38,000					\$38,000.0
Land Acquisition - Commercial Parcel.	N	U	NOI	NSI	G.O.								\$1,000	\$0.0
Land Acquisition - Commercial Parcel.	N	U	NOI	NSI	A.G.						\$19,000			\$19,000.0
Safety & Security - Apron Utilization Plan & Modifications	N	U	NOI	NSI	O.S.		\$10							\$0.0
Safety & Security - Apron Utilization Plan & Modifications	N	U	NOI	NSI	A.G.		\$390							\$0.0
Safety & Security - Security Improvements	N	P	RF	RS	G.O.	\$2,500							\$50	\$0.0

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Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget*

# Airport

Project Status	Timeline	Impact on Budget	Impact on Staffing	Impact on Budget	Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un- Program	Rec. 5-Year Plan Total
Safety & Security - Security Improvements	N	P	RF	RS	A.G.		\$1,950							\$0.0
Safety & Security - Perimeter Security Fencing	M	P	NOI	NSI	A.G.			\$97,500	\$97,500					\$195.0
Safety & Security - Perimeter Security Fencing	M	P	NOI	NSI	C.C.			\$2,500	\$2,500					\$5.00
Safety & Security - Security Testing & Evaluation	N	P	AF	AS	A.G.			\$53,625	\$53,625					\$107.25
Safety & Security - Security Testing & Evaluation	N	P	AF	AS	C.C.			\$1,375	\$1,375					\$2.75
Safety & Security - Standby Engine/Generator Term Bldg.	M	P	NOI	RS	G.O.				\$10					\$10.00
Safety & Security - Standby Engine/Generator Term Bldg.	M	P	NOI	RS	A.G.				\$390					\$390.00
Safety & Security - Obstruction Lighting (as needed)	M	P	NOI	NSI	G.O.						\$2.5			\$2.50
Safety & Security - Obstruction Lighting (as needed)	M	P	NOI	NSI	A.G.						\$97.5			\$97.50
Airfield Improvements - Benefit Cost Analysis	N	U	RF	RS	U.I.		\$6.5							\$0.00
Airfield Improvements - Benefit Cost Analysis	N	U	RF	RS	A.G.		\$123.5							\$0.00
Airfield Improvements - Environmental Impact Study (EIS)	N	P	AF	AS	O.S.		\$37.5							\$0.00
Airfield Improvements - Environmental Impact Study (EIS)	N	P	AF	AS	A.G.		\$1,462.5							\$0.00
Airfield Improvements - Heliport	N	P	NOI	NSI	G.O.	\$30							\$30	\$0.00
Airfield Improvements - Heliport	N	P	NOI	NSI	A.G.			\$270						\$270.00
Airfield Improvements - Runway Safety Area EMAS Improv's	M	P	NOI	NSI	G.O.	\$280							\$275	\$0.00
Airfield Improvements - Runway Safety Area EMAS Improv's	M	U	NOI	NSI	A.G.				\$10,725					\$10,725.00
Airfield Improvements - New Cargo Area	N	P	RF	AS	G.O.								\$375	\$0.00
Airfield Improvements - New Cargo Area	N	P	RF	AS	A.G.					\$14,625				\$14,625.00

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## Airport

Project Status	Timeline	Impact on Budget		Impact on Staffing	Impact on Budget		Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Rec. 5-Year Plan Total
Airfield Improvements - Construct New 5,700 Foot Runway	N	P	RF	AS			G.O.								\$1,500	\$0.00
Airfield Improvements - Construct New 5,700 Foot Runway	N	P	RF	AS			A.G.							\$58,500		\$58,500.00
Bldgs. & Grounds - T-Hangar Painting	M	U	NOI	NSI			G.O.		\$150							\$0.00
Bldgs. & Grounds - Airport Signage Improvements	M	O	AF	AS			O.S.		\$100							\$0.00
Bldgs. & Grounds - Renovate Executive Terminal	N	P	NOI	NSI			G.O.	\$300	\$1,350							\$0.00
Bldgs. & Grounds - Renovate Executive Terminal	N	P	NOI	NSI			G.O.								\$300	\$0.00
Bldgs. & Grounds - Renovate Executive Terminal	N	P	RF	RS			A.G.		\$850							\$0.00
Bldgs. & Grounds - Upgrade Terminal Entrance/Access Road	N	P	RF	RS			G.O.								\$35	\$0.00
Bldgs. & Grounds - Upgrade Terminal Entrance/Access Road	N	P	RF	RS			A.G.		\$1,365							\$0.00
Bldgs. & Grounds - T-Hangar Construction	N	P	AF	RS			G.O.								\$11.25	\$0.00
Bldgs. & Grounds - T-Hangar Construction	N	P	AF	RS			A.G.		\$438.75							\$0.00
Bldgs. & Grounds - Terminal Apron Lighting	N	P	AF	RS			A.G.		\$390							\$0.00
Bldgs. & Grounds - Terminal Apron Lighting	N	P	AF	RS			C.C.		\$10							\$0.00
Bldgs. & Grounds - ADA - Upgrade Toilet Rooms	M	P	AF	AS			C.C.			\$50						\$50.00
Bldgs. & Grounds - ADA - Accessible Parking	M	P	AF	AS			G.O.			\$25						\$25.00
Bldgs. & Grounds - Equipment to Maintain Area Properties	M	P	NOI	NSI			O.S.			\$2.0						\$2.00
Bldgs. & Grounds - Equipment to Maintain Area Properties	N	P	NOI	NSI			A.G.			\$38						\$38.00

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget

## Airport

Project Status	Timeline	Impact on Budget	Impact on Staffing	Impact on Budget	Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un- Program	Rec. 5-Year Plan Total
Bldgs. & Grounds - New Police Aviation Facility	N	P	RF	RS	G.O.								\$4,000	\$0.00
Bldgs. & Grounds - Passenger Loading Bridge (1)	N	P	NOI	NSI	A.G.			\$390						\$390.00
Bldgs. & Grounds - Passenger Loading Bridge (2)	N	P	NOI	NSI	G.O.								\$20	\$0.00
Bldgs. & Grounds - Passenger Loading Bridge (2)	N	P	NOI	NSI	A.G.			\$780						\$780.00
Bldgs. & Grounds - Airport Aesthetics Improvements	M	P	NOI	NSI	G.O.								\$12.5	\$0.00
Bldgs. & Grounds - Airport Aesthetics Improvements	M	P	NOI	NSI	A.G.			\$487.5						\$487.50
Bldgs. & Grounds - Snow Removal Equipment (SRE) - Snowplow	M	P	NOI	NSI	G.O.								\$15	\$0.00
Bldgs. & Grounds - Snow Removal Equipment (SRE) - Snowplow	M	P	NOI	NSI	A.G.			\$285						\$285.00
Bldgs. & Grounds - Landscaping (Architectural, Art, Aesthetics)	M	P	NOI	NSI	A.G.			\$97.5	\$97.5	\$97.5				\$292.50
Bldgs. & Grounds - Landscaping (Architectural, Art, Aesthetics)	M	P	NOI	NSI	C.C.			\$2.5	\$2.5	\$2.5				\$7.50
Bldgs. & Grounds - Low Emission Vehicle Program	N	P	RF	NSI	G.O.								\$5.5	\$0.00
Bldgs. & Grounds - Low Emission Vehicle Program	N	P	RF	NSI	A.G.			\$214.5						\$214.50
Bldgs. & Grounds - Expand/ Renovate Terminal Building	M	P	NOI	NSI	G.O.								\$2,400	\$0.00
Bldgs. & Grounds - Airport Rescue Fire Fighting (ARFF) Building, New Site	N	P	NOI	NSI	G.O.	\$700							\$75	\$0.00
Bldgs. & Grounds - Airport Rescue Fire Fighting (ARFF) Building, New Site	N	P	NOI	NSI	A.G.			\$2,925						\$2,925.00
Bldgs. & Grounds - Long-Term Parking Lot at DeLasalle	N	P	RF	NSI	G.O.								\$1,710	\$0.00
Bldgs. & Grounds - Long-Term Parking Lot at DeLasalle	N	P	RF	NSI	A.G.			\$90						\$90.00

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and under way  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget

# Airport

Project Status	Timeline	Budget	Impact on Staffing	Impact on Budget	Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Rec. 5-Year Plan Total
Bldgs. & Grounds - Digital Message Sign	M	P	RF	RS	G.O.								\$2.5	\$0.00
Bldgs. & Grounds - Digital Message Sign	M	P	RF	RS	A.G.				\$97.5					\$97.50
Bldgs. & Grounds - Snow Removal Equipment (SRE) - Building	N	P	NOI	NSI	G.O.								\$17.5	\$0.00
Bldgs. & Grounds - Snow Removal Equipment (SRE) - Building	N	P	NOI	NSI	A.G.					\$682.5				\$682.50

## Total by Funding Source

Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	5-Year Total
A.G.	\$18,654.75	\$30,433.63	\$29,506	\$53,405.00	\$19,097.50	\$58,500.00	\$0.00	\$190,942.25
C.C.	\$10.00	\$56.38	\$6.38	\$2.50	\$0.00	\$0.00	\$0.00	\$65.25
G.O.	\$2,000	\$2.5	\$10	\$0	\$1,502.50	\$1,500	\$15,334	\$3,037.50
O.S.	\$147.50	\$2.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2.00
U.I.	\$6.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

## Total by Agency: Airport

Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Grand Total
\$20,819	\$30,517	\$29,523	\$53,408	\$20,600	\$60,000	\$15,334	\$230,200

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
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# DETROIT INSTITUTE OF ARTS



WALKING TOUR OF THE DETROIT INSTITUTE OF ARTS



# DETROIT INSTITUTE OF ARTS

## **AGENCY MISSION**

The Detroit Institute of Arts collects and holds in trust for the people of Detroit, Michigan, and the world, examples of the highest quality of fine arts from all times and cultures throughout the world.

## **CURRENT FACILITIES**

The Detroit Institute of Arts (DIA) ranks among the top five major art museums in the United States. It contains an encyclopedic art collection of over 60,000 objects valued at between one and two billion dollars. The museum is housed in an approximately 600,000-square feet (sq. ft.) building on 11.5 acres in the University Cultural Center. The museum is near the junction of two major interstate highways, located close to downtown Detroit and within the City's Empowerment Zone.

In 1966 and 1971 the South and North Wings, respectively, were added to the original Main (Cret) Building which was designed by Paul P. Cret in 1927. The building was designed and is maintained for the presentation of the collections, public accessibility, responsible collection maintenance, and as space for educational programs and events. The first and second floors of the Cret Building and the North and South Wings, and the third floor of the South Wing are principally gallery and public spaces. The third floor of the North Wing is used for staff offices. Space uses in the basement include collection storage rooms, kitchens, materials storage, photo lab and mechanical systems. The collection occupies approximately 44% of the building.

Major facilities within the building include an 8,500-sq. ft. research library, a 10,000-sq. ft. Conservation Services Laboratory, a 1,200-seat auditorium, 380-seat lecture hall, museum shop, two restaurants, and staff offices.

## **FIVE YEAR HISTORY**

In Fiscal Year 2000-01, the museum launched its Master Plan Project for the renovation, remediation and expansion of the museum, by beginning the construction of a 35,000 sq. ft. addition to the south Wing. This space provides temporary storage space for the permanent art collection, while the rest of the museum is under construction. At the end of the project, this space will be used to house education programs on the first floor, special exhibitions on the second and permanent collection gallery space on the third floor.

Renovation of the Cret Building, the original 1927 structure, has been essentially completed. Major elements of this phase of the project included the following: construction of a new kitchen, servery and dining facility; renovation of the conservation Services Laboratory; replacement of the Woodward Entrance stairs; replacement of all exterior windows on the first, second and fourth floors; installation of new air handlers in the basement and in the attic along with rerouting the air distribution system; additional DDC sensors to control temperature and humidity.

These items are part of the originally approved Master Plan Project budget of \$91 million, which is detailed in the next section.



## DETROIT INSTITUTE OF ARTS

### **PROPOSED FIVE YEAR CAPITAL PLAN**

In October 2003 the Master Plan Project moved into its next phase- the remediation and renovation of the North and South Wings. Major elements of this work include replacement of the exterior facades of the wings; flooring over the open courts; replacing and upgrading the electrical and mechanical systems; and the complete re-installation and re-interpretation of its collections. Additionally, during demolition of the interior walls of the South Wing, it was discovered that there was significantly more asbestos containing material (ACM) sprayed on the vertical and horizontal surfaces than originally anticipated. Abating this material will add significantly to the overall cost of the project. However, the material must be removed in order for the contractors to gain access to their work areas and to be able to work without the risk of making the ACM

friable. The cost of this additional scope of work has been added to the Project. Also, the cost of the re-installation and re-interpretation of our collections has been included in the overall cost of the Master Plan Project.



A comparison of the originally approved \$91 million budget with the revised Master Plan Project budget, approved by the DIA Board of Directors on September 15, 2004, is as follows:

<b><u>Construction Costs</u></b>			
		<b>Original Plan (in millions)</b>	<b>Revised Plan (in millions)</b>
➤ Conservation Services Lab		\$ 2.3	\$ 2.3
➤ South Wing Expansion		7.6	7.7
➤ Cret Building Remediation (Phase I)		13.4	21.4
➤ South & North wing Remediation (Phase II)		35.2	74.6
➤ Construction Management Fee & General Condition		<u>8.0</u>	<u>9.9</u>
<b>Subtotal</b>		<b>\$66.5</b>	<b>\$115.9</b>
Architectural and Engineering Fees		15.9	20.0
DIA- Miscellaneous Costs		<u>8.6</u>	<u>10.9</u>
<b>Total</b>		<b>\$91.0</b>	<b>\$146.8</b>
Reinstallation Costs (funded outside of Master plan)		<u>10.0</u>	<u>11.4</u>
<b>Grand Total</b>		<b><u>\$101.0</u></b>	<b><u>\$158.2</u></b>

## **DETROIT INSTITUTE OF ARTS**

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

Because this project will be funded through both public funds (general obligation bonds) and privately raised funds, the Detroit Building Authority and the Detroit Institute of Arts will both be responsible for project administration; the DBA to the extent that public funds are used, the DIA overall.

### **GOALS FOR CAPITAL PROGRAM**

1. To correct building envelope deficiencies to support an appropriate conservation environment.
2. To improve visitor orientation and life safety/ADA compliance.
3. To increase program area and replace systems at the end of their service life.
4. To provide guidelines and infrastructure for future improvements.
5. To provide an appropriate conservation environment in renovated interiors.
6. To provide conservation infrastructure for future renovations.
7. To increase system reliability and flexibility
8. To provide cost effective operation and reduce maintenance requirements.

### **RATIONALE FOR CAPITAL PROGRAM**

Until the museum initiated its recent Capital Improvement Program and now the Master Plan Project, the museum had not undertaken any significant refurbishing of its building or systems since the construction of the North Wing in the mid-1970's; only emergency repairs to the mechanical systems were

addressed. The preservation of artwork requires that the temperature and humidity of the space it occupies be controlled year round within a relatively narrow range. The museum's heating and cooling systems and the supporting electrical and plumbing systems must be capable of providing the required levels of environmental control. Otherwise the museum's collections would be in jeopardy of deteriorating. The physical plant is now in need of major renovations and improvements, especially to its environment control systems. The Master Plan Project's implementation will bring the physical plant up to the standards which must be maintained if we are to preserve the museum's internationally recognized art collection for future generations. Today, since much more is known regarding construction methods and materials that can best protect and preserve the art on display at the DIA, the proposed facility renovations will include state of the art building systems to handle the various needs of the museum.

The Project also includes upgrading the level of visitor amenities in order to attract a larger and more diverse audience. Visitors need to be comfortable and safe during their visits. Improvements to the circulation paths through the museum, better signage and other assists will help make new and regular visitors move willing to explore the museum; confident that they will be able to easily find their way around.

## DETROIT INSTITUTE OF ARTS

### **North And South Wing Remediation**

This project stabilizes the North and the South Wing wall structures, adds insulation and a vapor barrier to the exterior, re-clads the exterior walls, replaces the passenger elevators, major mechanical systems; adds a new freight elevator, adds a loggia and atrium on the John R. side of the building, renovates the Farnsworth Entrance Lobby and provides the north and south portion of the north-south circulation spine.

2005-06	\$ 4,850,000	General Obligation Bonds
	9,000,000	Private Funds
	25,000,000	Unprogrammed
2006-07	\$ 1,800,000	Private Funds

### **Architectural and Engineering Fees**

These costs are associated with the additional scope of work to be performed in conjunction with ACM abatement activity and the professional fees necessary to complete the remediation and reinstallation project.

2005-06	\$ 1,700,000	Private Funds
2006-07	500,000	Private Funds

### **DIA Miscellaneous Costs**

These are the owner's soft costs necessary to bring the project to completion.

2005-06	\$ 2,000,000	Private Funds
2006-07	\$ 2,000,000	Private Funds
2007-08	700,000	Private Funds

### **Gallery Re-installation**

This project re-configures our art exhibition galleries, provides a new intellectual basis for the sequencing of the presentation of the collection in ways that make the works more meaningful to a more diverse audience, and employs a wide array of didactic materials and techniques to all visitors, from novices to experts, to gain insights into the works of art presented and the cultures that produced them.

2005-06	\$ 5,000,000	Private Funds
2006-07	\$ 3,200,000	Private Funds





# **CHARLES H. WRIGHT MUSEUM OF AFRICAN-AMERICAN HISTORY**



# **CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY**

## **AGENCY MISSION**

The Charles H. Wright Museum of African American History exists to serve Metropolitan Detroit, national and international communities. We provide exceptional learning opportunities, exhibitions, programs, and events based on outstanding collections and research that explore the diverse history and culture of African Americans. It is a cultural and education facility that speaks with the unique voice of African American people and our programs, exhibits, and activities celebrate their rich heritage. The Museum also helps keep alive and engenders appreciation for the traditions and culture of African people around the world. In addition to the exciting exhibits and cultural programming in our galleries, classrooms, and lecture halls, the Museum promotes research and scholarship, maintains exhibits with cultural artifacts and a library and research center.

## **CURRENT FACILITIES**

The Charles H. Wright Museum of African American History, the largest of its kind in the world dedicated to documenting, preserving, and educating the public is located at 315 E. Warren Ave., on five acres between Brush and John R.

The Charles H. Wright Museum of African American History is a vital institution, providing 120,000 square feet of venues for the presentation and performance of works by today's African American artists, in literature, music, and the visual arts, including popular culture. The Museum's 317 seat theater, library and four galleries, combined with its education programs for people of all ages, creates a truly dynamic

community institution, one that is alive and continually evolving, and encourages participation by everyone. Our multipurpose rooms also function as a performance and celebration space, suitable for large meetings and dinners. In this way, the Museum not only provides a needed community meeting place but also through its space rentals, generates income to help support its operating needs. The Museum Store features African and African American books, games, toys, jewelry, art, and artifacts. The mezzanine level is reserved for administrative offices, including an impressive and sizeable executive Board Room.

Finally, the Museum serves the people of its local surroundings. Its presence as a dramatic architectural and communications showcase provides a spearhead for further urban revitalization, as well as a symbol of identity and pride. Local economic benefits include the provision of jobs, hotel and restaurant visits, and locally owned shops with African American themes and products.

# CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

## CAPITAL HISTORY

The Charles H. Wright Museum of African American History was founded in 1965 by Dr. Charles H. Wright and 32 co-founders in three (3) row houses located on West Grand Boulevard. Originally named the International Afro-American Museum, the Museum heralded the accomplishments and perseverance of Black Americans through capture, slavery and into modern times. The Museum relocated to the 28,000 square foot facility on Frederick Douglass Street in 1987. There was an annual visitation of over 115,000 people.

The current facility opened in 1997 at a cost of \$38,480,000. The project was originally funded through block grant funds of \$3,535,000 and proceeds from an initial bond sale of \$20,000,000 authorized by a vote of the people in August 1992. In fiscal year 1996-97, \$4,945,000 of investment earnings were earmarked for the project, in addition to \$10,000,000 in general obligation bond sale proceeds.

In November 2000, voters approved \$4,000,000 in general obligation bonds towards ongoing building improvements and the construction of a parking deck. When plans for the parking deck were cancelled, \$2,000,000 was reallocated for the design of a new core exhibit.

In April 2003, voters approved another \$6,000,000 in general obligation bonds for a total of \$8,000,000 for the new core exhibit, entitled *And Still We Rise*. The Museum's Legacy Campaign successfully raised an additional \$7,000,000 in private and corporate donations to fund the remaining exhibit construction costs.

*And Still We Rise* is our journey through African American history and culture. This remarkable odyssey began in Africa more

than 3.5 million years ago and ends here, in modern Detroit. It is a story of survival, of unique cultures, the horror of slavery and the joy of emancipation. It is also a testament to the courage, determination, ingenuity and spiritual energy of African Americans as they pursued the full rights of citizenship.

This 22,000 square feet exhibition tells just some of the stories that African Americans have experienced and we expect to tell many more. Designed to incorporate new elements, the exhibit will periodically be revitalized with changing imagery and artifacts. Join us as we explore the lives of African Americans who are still searching, still believing and still rising!

*And Still We Rise* will enable visitors to experience:

- ◆ The legacy of Africa's ancient civilizations and its role as the origin of mankind.
- ◆ The inhumanity of a West African slave fortress and a transatlantic voyage within the hold of a slave ship.
- ◆ The economic promise but harsh conditions of a functioning automobile assembly line.
- ◆ The sights and sounds of Detroit's past while walking through Black Bottom and Paradise Valley.

*And Still We Rise: Our Journey Through African American History and Culture*, is scheduled to open to the public in November 2004.

Capital funds authorized for building improvements have been used to correct design flaws and construction deficiencies, as well as to enhance public spaces. Projects have included exterior lighting and sinkhole

## **CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY**

excavation, replacement of exterior handrails on walkways, bridge stone replacement, installation of glass paneled gallery doors, and the redesign and replacement of visitor entryways.

Capital funds authorized for building improvements have been used to correct design flaws and construction deficiencies, as well as, to enhance public spaces. Projects have included exterior lighting and sinkhole excavation, replacement of exterior handrails on walkways, bridge stone replacement, installation of glass paneled gallery doors, and the redesign and replacement of visitor entryways.

Plans for the balance of \$2,000,000 remaining in bonds are detailed below.

### **PROPOSED FIVE-YEAR CAPITAL PLAN**

In conjunction with the \$43,000,000 Legacy Campaign launched in 2003, the Museum has five objectives to the fundraising drive:

- 1) build institutional capacity,
- 2) audience development and marketing,
- 3) annual operating support,
- 4) enhance the Museum experience, and
- 5) establish an Endowment.

Construction has begun on a new core exhibit and the space is scheduled to open in November 2004. To further maximize public and gallery areas, the Museum has begun plans to reconfigure some administrative offices to allow for the opening of a Black Inventors Gallery and a Children's Library. Capital support is also needed to correct building design flaws, maintain and enhance the facility.

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

There are no current interdepartmental capital relationships.

### **GOALS FOR CAPITAL PROGRAM**

- To complete or correct remaining problems in the design and construction of the facility
- To make the facility more accessible and secure for visitors
- To make greater use of the facility's square footage to increase exhibition space and work areas
- Grow and diversify audience attendance to 175,000 visitors by 2007

### **RATIONALE FOR CAPITAL PROGRAM**

In order for the Museum to meet its mission, we must take the steps necessary to ensure the facility functions as intended. As stewards of the City's treasures related to African American history and culture, we need to exhibit more of the collection in innovative ways. This means restructuring public spaces more efficiently, having adequate storage facilities and making the facility as accessible as possible to our visitors.

## CHARLES H. WRIGHT MUSEUM OF AFRICAN AMERICAN HISTORY

### Expand Gallery Spaces

In response to public demand and sponsor interest, plans are underway to create a highly interactive gallery to honor Black Scientists and Inventors. Initial concepts would place this new exhibit in space currently occupied by the administrative operations of the Museum's Sales & Retail department. It is estimated that total costs of \$500,000 are associated with the reconfiguration of all administrative office space to accommodate these new public spaces. Preliminary estimates of curatorial costs, including research, design and installation for this project total \$800,000. A total of \$1.0 million is being requested in support of this project. The planned opening is scheduled for Spring, 2007.

\$ 1,000,000      Unprogrammed

### Facility Improvements

The eight-year old building at 315 E. Warren Avenue is in need of constant maintenance and repair to address residual problems stemming from design flaws and substandard construction. Other major repairs and maintenance, such as plaster and paint, are needed to preserve the building's natural beauty and architectural significance. Often, these repairs are unexpected and therefore, funds are requested over a five-year period.

2005-2006	\$200,000	General Obligation Bonds
2006-2007	200,000	General Obligation Bonds
2007-2008	200,000	General Obligation Bonds
2008-2009	200,000	General Obligation Bonds
2009-2010	200,000	General Obligation Bonds

Specific capital projects include, but are not limited to:

1. The Museum's dome leaks and has caused interior plaster damage that needs to be repaired.
2. The air handler system originally installed in the Museum was not designed for a facility of this size. To maintain appropriate temperatures and humidity in the galleries and archives, the system is operating beyond its normal range. As a result, it is expected the normal useful life of these units will be shorten.
3. Entry walkways are graded to gently slope towards the building doors. This causes rain or snow residue to run towards the building and not drain properly. The original entry doors have already been replaced due to the resulting corrosion. To correct this deficiency, walkways need to be graded to slope in the opposite direction, away from the building.

**City of Detroit**  
**Proposed Capital Agenda**  
**FY 2005-06 through 2009-10**

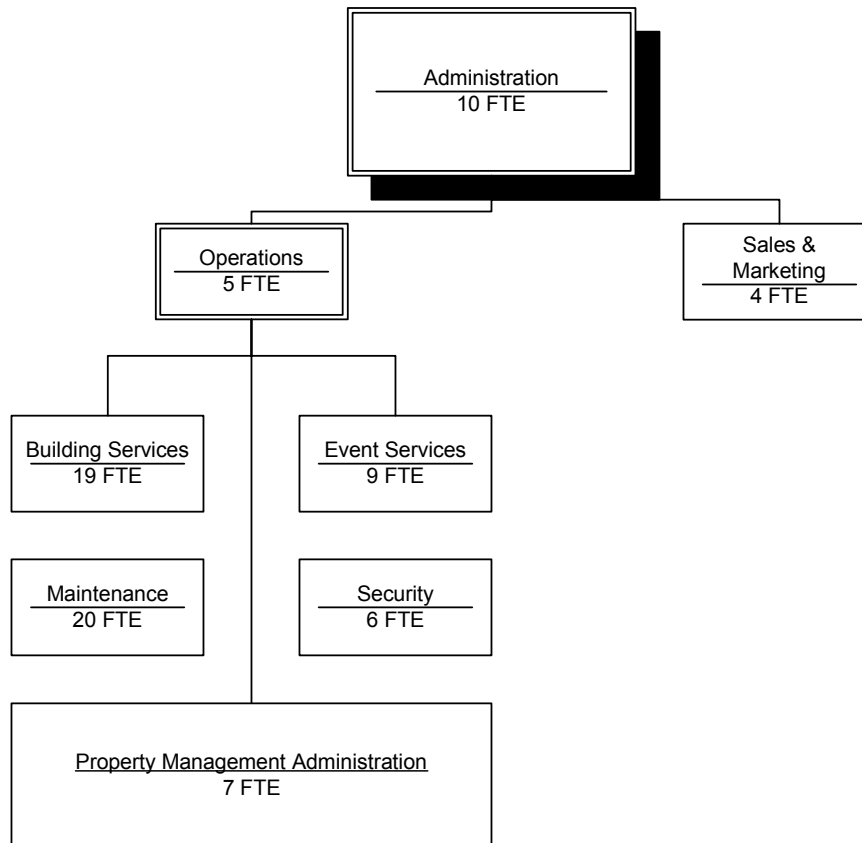
**Charles H. Wright Museum of African-American History**

Project Status	Timeline	Impact on Budget	Impact on Staffing	Impact on Budget	Funding Source	Auth. Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Rec. 5-Year Plan Total
Core Exhibit Space	N	U	NOI	NSI	G.O.		\$1,500							\$0
Expand Gallery Space	N	P	NOI	NSI	G.O.	\$1,000							\$1,000	\$0
Facility Improvements	M	O	NOI	NSI	G.O.	\$955		\$200	\$200	\$200	\$200	\$200		\$1,000
<b>Total by Funding Source</b>														
					G.O.	Auth Unissued \$1,955	Budget 2004-05 \$1,500	2005-06 \$200	2006-07 \$200	2007-08 \$200	2008-09 \$200	2009-10 \$200	Un-Program \$1,000	5-Year Total \$1,000
<b>Total by Agency: Charles H. Wright Museum of African-American History</b>														
						Budget 2004-05 \$1,500	2005-06 \$200	2006-07 \$200	2007-08 \$200	2008-09 \$200	2009-10 \$200	Un-Program \$1,000	Grand Total \$3,500	

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
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# CIVIC CENTER



## **CIVIC CENTER**

### **AGENCY MISSION**

The mission of the Civic Center Department is to provide and promote world class facilities and services for conventions, trade shows, banquets, special events, cultural events and major public and sporting events in order to create both temporary and permanent economic impact to the City of Detroit.

### **CURRENT FACILITIES**

The Civic Center Department manages seventy-five acres of Detroit riverfront. Downtown facilities include Cobo Hall (built in 1960, expanded in 1989 and renamed Cobo Center), Cobo Arena (1961), Veterans Memorial Building (1950) -until its lease-transfer to Ford UAW Training, Ford Auditorium (1956) and Joe Louis Arena (1979). These buildings and facilities are presently valued in excess of \$460,000,000. In July 2003 the responsibility for operation of Hart Plaza, Atwater Tunnel (under Hart Plaza) and the Dodge Fountain were transferred from the Recreation Department to the Civic Center Department. Also, on site at Cobo Hall are the Municipal Parking Department Cobo Hall garage, a Detroit Transit Corporation People Mover station and a Detroit Police Department mini-station.

With the completion of the 1989 expansion project, Cobo Center has 700,000 square feet of exhibit space of which 600,000 square feet is on one level. The expanded Cobo Center has four exhibit halls on the main level ranging in size from 100,000 to 200,000 square feet. There are now 80 meeting rooms and 7 banquet rooms with views overlooking the Detroit River.

Since 1985 there has been a massive building boom of convention center facilities throughout North America. In 1989 Cobo Center was the 8<sup>th</sup> largest convention center in the US. Currently it is the 15<sup>th</sup> largest and will likely drop to number 19 by 2005 depending on the final expansion sizes of two other facilities. Of the top 20 convention centers (by size), no centers are older than 20 years except Cobo.

Size is not the only barometer by which event and tradeshow producers' judge meeting and exhibit facilities. Quality of the facilities is also of paramount importance. Spending 75% of our capital budget on basic infrastructure restorations has prevented us from making any substantial improvements in the meeting rooms, exhibit halls or other areas of the building that are seen by convention attendees, customers, clients or the general public. In fact, in terms of building quality we are falling behind. The rule of thumb in the convention industry is that meeting rooms and other public areas require renovation of the wall, floor and ceiling coverings every 5 years.

In January 2004, Mayor Kilpatrick announced the desire of the City to expand or replace Cobo Center. A task force was assembled to study this issue and have recently announced their recommendation for an expansion of the existing Cobo Center. The development plans for this project are incomplete at this time. Therefore, this Capital Agenda is written from a frame of reference that addresses the current capital needs of the Department in the absence of an expansion to Cobo Center. It should be recognized that this Capital Agenda must be flexible to allow for

## **CIVIC CENTER**

future Cobo Center development/expansion plans.

### **FIVE YEAR HISTORY**

Within the past five years, the City of Detroit has been selected as the Host City for an unprecedented number of major national events for which Cobo Center will be an important venue. Without the facilities at Cobo Center, Detroit would have been ineligible to host these events. Detroit will host the major Baseball League in 2005, the Super Bowl in 2006, the NAACP National Convention in 2007, the NCAA Men Regional Basketball Tournament in 2008 and the International Women's Bowling Congress in 2008, and the NCAA Final Four Basketball Tournament in 2009.

To quote Larry Alexander, President of the Metropolitan Detroit Convention and Visitors Bureau in Detroit Free article dated September 15, 2004, "Nationally, there's not another City that can boast the collection of big events that we have coming to town. We can change a lot of perceptions."

Again, selection of the Detroit as the venue for these events could not have been possible without the facilities at Cobo Center.

To successfully host these events, and retain other major events currently using Cobo Center on an annual basis such as the North American International Auto Show and the Society of Automotive Engineers World Congress, as well as, attract other new conventions and special event, improvements to Cobo Center are absolutely essential.

The funding limitations of the 1989 expansion and the lack of capital funding since the 1989 expansion have had a major impact on the current and future capital improvement needs of the Civic Center Department. This funding gap was partially addressed recently with the extension of the Cobo Center expansion refinancing bonds (2004). With the refinancing of these bonds, the maturity date was extended from an original date of 2012 to 2015. This generated \$30 million to be used for Cobo Center capital projects.

Within the past five years and prior to Cobo bond refinancing, the Civic Center has been using the majority of its capital resources for basic infrastructure repairs, not addressed in the 1989 expansion. Waterproofing, concrete repairs, life safety systems, refurbishments, asbestos abatements and roofing systems have been the focus of most projects. To a lesser extent, projects were undertaken to improve the interior fit and finish of the building. Spending on infrastructure improvements at this level is essential to maintain current operations; however, this does not allow us to increase our event revenue, increase our market share or increase our current clients' satisfaction.

The Civic Center spent considerable resources re-building portions of Cobo Center and Joe Louis Arena that were damaged as a result of the fire that occurred in March 1999. Portions of this re-building were covered by settlements from insurance. Subsequently, considerable resources were allocated to repair and renovate the fire suppression system. Cobo Center's unique location, spanning both the Lodge Freeway and Larned Street, areas that must be

## **CIVIC CENTER**

protected with fire systems, necessitated major expenditures in this area.

A major system improvement project, started in 1997 and extended through 2002 addresses deficiencies to Cobo Center's lighting, building controls system, fire alarm and detection system, emergency lighting system, HVAC and chiller plant (air condition system) upgrades system. This project was funded primarily out of savings realized from the reduction in energy consumption.

Interior renovations included improvements in the main concourse, public areas on levels O-2 and 3 in the 1989 expansion areas of the building. Areas in the Civic Center administration offices and food services administration offices were also improved.

### **American with Disabilities Act (ADA)**

Civic Center, under the agreement between the City and the Department of Justice regarding ADA non-compliance, is required to upgrade 13 sets of restrooms at Cobo Center to meet current ADA standards. This project is in the final design stages, with construction expected to start in the fall of 2004 and completion anticipated in the spring of 2006.

### **Security**

The replacement of the current camera and security system for Cobo Center and Hart Plaza is essential. Technology advancements, increased threats of terrorism and number of major national high exposure events booked at Cobo Center in the coming years substantiate the need for a new system. Currently, the Civic Center is in the design phase of

the project with final completion expected for late spring 2005.

### **Streetscape improvements**

Limited funding reduced the original scope of the expansion (1989); thus major areas of the building and surrounding sidewalks and streetscapes were not completed. In place of permanent construction with permanent materials, temporary materials and temporary construction methods were used with a life expectancy of 1- 3 years. Some of these temporary measures are over 13 years old. These areas are now being addressed as part of the Lower Woodward Streetscape Improvement Project that includes participation with the Michigan Department of Transportation (MDOT). MDOT is currently replacing the bridge deck on the Washington Blvd. Bridge that spans the Lodge Freeway. Replacement of the bridge is the vital element in improving the Washington Blvd. streetscape in front of Cobo Center as it is a major structural asset with grade considerations and therefore must be completed first before other improvements along Washington Blvd can take place. This project, along with major streetscape improvement and entranceway improvements will start in October of 2004 with completion scheduled for June 2005.

### **Hart Plaza**

It was determined that major portions of the fire suppression system and fire alarm system for Hart Plaza and the Atwater tunnel (Atwater Drive roadway under Hart Plaza) were damaged beyond repair and must be replaced. In addition, the fire alarm system for Cobo Arena and the Cobo Arena garage are obsolete with replacement parts no longer

## **CIVIC CENTER**

manufactured. Therefore, these systems must be replaced in compliance with current fire codes. Preliminary design and engineering work has started on this project and completion is expected in the fall of 2005.

### **Ford Auditorium**

Funds are currently available from the sale of general obligation bonds in the amount of \$1 million to be used for Ford Auditorium. These funds are held by the Planning and Development Department; however, the Civic Center Department is responsible for the administration of the rehabilitation project and approves all expenditures.

### **PROPOSED FIVE YEAR CAPITAL PLAN**

This proposed capital program provide for renovations and improvements to the current Cobo Center facility that will enhance public access, awareness, security and rehabilitate aging electrical systems and structural components. Funding totaling \$51 million is required for on-going improvements such as interior/exterior improvements, major system upgrades and repairs and the fire suppression system. This funding request is in addition to the \$30 million received in the Cobo Hall bonds refinancing.

Recently, a broad-based committee has been formed to investigate the feasibility of the expansion of Cobo Center. It is expected that the issue of the Cobo Center expansion will come to closure within the time period of this capital plan. It should be noted that an expansion of Cobo Center would impact the Lodge Freeway and Washington Blvd, as well as, other roads controlled by the State of Michigan and Wayne

County. Therefore, the State and County will likely need to participate both financially and legislatively in the Cobo expansion.

The Civic Center Department is actively planning projects in the following areas:

### **Interior/Exterior:**

Interior and exterior improvements to both the building and surrounding streetscape. Interior renovation will include increased restaurant and food service areas in the main concourse, renovation of 68 meeting rooms. Replacement and supplementation of the current inventory of meeting room/exhibit hall equipment and furniture necessary for large conventions, exhibitions, conferences and trade shows.

The exterior projects are designed to improve the exterior appearance of Cobo Center, improve pedestrian access and American with Disabilities Act (ADA) access and improve vehicle traffic and vehicle drop-off and pick-up zones. In addition to the streetscape improvements, visual improvements will be made to the Cobo Center ceiling, walls and fences that can be seen by motorists driving on the Lodge Freeway under Cobo Center. Phase II of the Streetscape Improvement Projects will consist of constructing a portico over the southeastern entrance to Cobo Center on Washington Blvd. The project is in the conceptual phase and it is hoped that construction can begin mid-year with completion in the late fall of 2005.

### **Electrical Distribution:**

Civic Center has an existing plan of replacing/retrofitting the electrical distribution system in the exhibit halls

## **CIVIC CENTER**

through which temporary electrical power is supplied to exhibits in the halls. This plan is being expedited due to more rapid deterioration of parts of the system, and a desire to improve the service and reliability of power to the major events using Cobo Center. The project is expected to begin in the fall of 2004 with final completion scheduled for October 2005 prior to the 2006 North American International Auto Show and the 2006 Super Bowl.

### **Roofs:**

The roofs at Cobo Center were part of a national class action lawsuit involving the insulation material installed over the metal deck roofing systems. The insulation material installed created corrosion on the metal deck and must be replaced. The Civic Center is replacing approximately 80,000 square feet of roofing as a part of this lawsuit. Funds from the settlement agreement negotiated by the U.S. Department of Justice will partially offset this cost.

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

The Civic Center facilities play an integral part in the revitalization of Downtown Detroit and as such, the Department is working with the various development authorities and other city of Detroit departments - Economic Growth Corporation, Detroit Building Authority, the Downtown Development Authority,

DTC People Mover and Municipal Parking and MDOT - on current and proposed projects.

### **GOALS FOR CAPITAL PROGRAM**

1. To increase the competitiveness of Cobo Center in the highly competitive world-wide market for conventions, conferences, trade shows and other special events that have a large positive economic impact on the Detroit economy.
2. To revitalize our aging facilities including the original circa 1960 sections of Cobo Center.
3. To manage a preventive maintenance program that anticipates maintenance-related problems.
4. To increase utilization of the Civic Center by Detroiters, metropolitan residents and out-of-town visitors by providing safe, clean, comfortable, and user-friendly facilities.

### **RATIONALE FOR CAPITAL PROGRAM**

An attractive and efficient Civic Center will help Grow Detroit by stimulating conventions, trade shows and other public activities in the downtown area. This will add to City revenues and increase hotel, restaurant, mercantile and other business activity in downtown Detroit. Especially important in the revitalization of downtown is the promotion of evening and weekend events.

## **CIVIC CENTER**

### **PROJECT NARRATIVE AND FUNDING SCHEDULES**

In the past, funding for the Capital Budget came from the “Renewal and Replacement Fund”. This “Renewal and Replacement Fund” is a result of the 1989 expansion bonds and the earnings on the sale of those bonds. The expansion bonds will be fully retired in 2007. The current level of dollars from this fund to Civic Center is declining at approximately 20 % per year.

It must be noted that the Renewal and Replacement fund is inadequate to fund the following list of essential projects. Additional capital funding sources are needed to address these projects.

#### **Exhibit Halls**

The first priority in the exhibit halls includes painting and aesthetic improvements, increases in electrical equipment and the addition of an enclosure to the People Mover tramway. The concrete floors in the Oakland and Macomb exhibit halls that were installed in the original 1960 construction are in poor condition. In the 45 years the floors have been in service, they have been driven on by heavy material- handling equipment, lifting cranes, and semi tractor/trailer trucks. Civic Center has a program of patching and repairing the spalling areas as they occur; however, we are near the point where total replacement is necessary. Other improvements are designed to increase the level of service of the electrical distribution system through which power is supplied to exhibitors, as well as, improve the aesthetic look of the space.

2005-06	\$ 440,000	Renewal and Replacement Fund
2006-07	500,000	Renewal and Replacement Fund
2007-08	500,000	Renewal and Replacement Fund
2009-10	640,000	Renewal and Replacement Fund
2005-06	10,260,000	Unprogrammed

#### **Food Service Equipment**

Civic Center is requesting funding for improvements and upgrades to the food service equipment for both Cobo Center and Hart Plaza. Sales generated by food service operations are the major revenue stream for the department. Dependability and reliability of equipment is essential to successfully maintain our food service operations. Examples of equipment needed include dishwashing machine, convention ovens, and refrigeration equipment and compartment steamers.

2005-06	\$ 600,000	Renewal and Replacement Fund
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## **CIVIC CENTER**

### **Fire Suppression Systems**

Civic Center is requesting funding for improvements and upgrades to fire suppression system at Cobo Center. The South portion of Cobo Center, which includes the Riverview Ballroom, Promenade Room, meeting rooms, food service areas, offices and other operational areas, are not protected by fire suppression systems. Also, the area underneath the upper level loading dock is not fire protected. Civic Center believes protecting these areas with fire suppression is a prudent measure to increase both public safety and the safety of City property. The addition of fire suppressions system in these areas will significantly reduce our insurance premiums for property insurance.

2006-07	\$ 150,000	Renewal and Replacement Fund
	4,200,000	Unprogrammed

### **Interior Cobo Center**

This is an on-going project that allows Civic Center to continue to make improvement upgrades in the interior of Cobo Center. Major elements of this project will include the replacement of lighting systems, carpeting, doors, door locks and directional signage that is ADA compliant. Areas that will be targeted in this project are: the Riverview Ballroom, Ambassador Dining Room and the meeting rooms within the South section of Cobo Center. Also included in the scope of this project is the replacement and retrofitting of select building entrance/exit doors to current ADA standards.

2007-08	\$ 150,000	Renewal and Replacement Fund
	75,000	Renewal and Replacement Fund
	6,810,000	Unprogrammed

### **Building Systems/ Operational Improvements Cobo Center**

Funding is requested to make improvement upgrades in the building systems that support the operation of Cobo Center. Building systems that will be addressed in this project will include electrical distribution, electrical substations, elevators, escalators, heating, ventilation, cooling, freight doors, plumbing and telephone switch. Allowances for expanded equipment storage and procurement of additional material handling equipment and equipment for reaching and working in overhead areas are included within this project. Also included is waterproofing in mechanical areas.

Improvements to the HVAC system are a high priority. Roughly half of the HVAC and electrical equipment is over 45 years old. Proper ambient room temperature is a major service issue for conventions, meetings, and banquets. We expect that major elements of the systems, which includes high voltage cables and high voltage switch gear, will need to be replaced at Cobo Center.

## CIVIC CENTER

Cobo Center has a telephone switch that would allow it to operate and generate income much in the way hotels operate. Some improvements to the telecommunication system at Cobo Center have been made with the installation of wireless Internet service. However, other than specific project driven improvements and enhancements, there has been no major overhaul of the Cobo Center telephone/telecommunication system. There are other opportunities for us to generate income from the sale of telecommunication service. Investment in this area will generate income and improve service delivery. On the service delivery side, we are not currently competitive with other centers that can provide an extensive array of high tech telecommunication services with same day service.

2006-07	\$ 200,000	Renewal and Replacement Fund
2007-08	110,000	Renewal and Replacement Fund
2008-09	110,000	Renewal and Replacement Fund
2009-10	360,000	Renewal and Replacement Fund
2005-06	8,960,000	Unprogrammed

### Hart Plaza

Hart Plaza was built prior to the American with Disabilities Act (ADA). Many of the areas of Hart Plaza, including the lower level food court, restrooms etc. do not meet ADA standards. This situation needs to be addressed within the scope of this plan. To do so, Civic Center will engage an architectural/engineering firm to assess the ADA issues and present the best solutions.

There has been significant deterioration of the granite pavers that surround the Dodge Fountain since its original installation in circa 1975. The masonry grout has deteriorated to the extent that it is non-existent and larger pavers have become cracked and dislodged. Both of these conditions allow for loose pavers, which is a public hazard. This condition of loose and cracked pavers also impacts the drainage system. A different style of pavers system is being considered for this area. Also to be considered is a new pavers system that can handle the weight loads of the large-scale production/events held at Hart Plaza.

The Dodge fountain is approximately 30-years old, and requires the replacement of major plumbing components. Waterproofing repairs and renovations, replacement of large high-pressure water pipes are some of the improvements required for the fountain, in order to ensure the structural and operational integrity of the fountain.

Other improvements planned in this area are: a new electronic marquee, improvements to lighting and flag poles, replacement of kitchen equipment, electrical distribution system improvements, glass and window replacement, as well as, horticultural improvements and irrigation system renovations.

\$ 7,300,000 Unprogrammed

## CIVIC CENTER

### Exterior Cobo Center

Civic Center is requesting funds to make improvements and upgrades to the exterior envelop of Cobo Center. Security/public safety concerns, aesthetic improvements and greater controls of environment to protect plumbing and fire suppression system from inclement weather and vandalism are addressed in this project. Also, this project dovetails with the greater multi-jurisdictional initiative to improve the streetscape and to enhance the arrival experience into Downtown Detroit.

Projects planned under this category are:

- HVAC units and ductwork roof enclosure
- Masonry walls in the lower (street) areas of the Lodge Freeway, Larned and Congress
- Ceiling and walls in the Larned Street roadway tunnel improvements
- Exterior marquee
- Replacement of 75% of parapets (should be done in conjunction with the heliport roof replacement)
- Sidewalk replacement, installation of light pole banners, waterproofing and masonry restoration

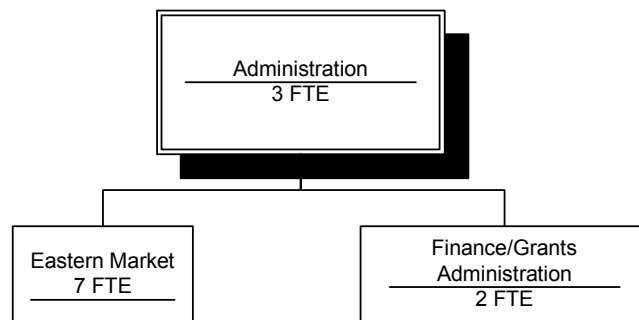
2007-08	\$ 320,000	Renewal and Replacement Fund
2008-09	500,000	Renewal and Replacement Fund
	8,670,000	Unprogrammed

**City of Detroit**  
**Proposed Capital Agenda**  
**FY 2005-06 through 2009-10**  
**Civic Center**

<b>Project Status</b>	<b>Timeline</b>	<b>Impact on Budget</b>	<b>Impact on Staffing</b>	<b>Impact on Budget</b>	<b>Funding Source</b>	<b>Auth Unissued</b>	<b>Budget 2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Un-Program</b>	<b>Rec. 5-Year Plan Total</b>
Exhibit Halls					G.O.								\$10,260	\$0
Exhibit Halls					R&R			\$440	\$500	\$500		\$640		\$2,080
Food Service Equipment					R&R			\$600						\$600
Fire Suppression Systems					G.O.	\$4,200							\$4,200	\$0
Fire Suppression Systems					R&R				\$150					\$150
Cobo Center - Interiors					G.O.								\$6,810	\$0
Cobo Center - Interiors					R&R				\$150	\$75				\$225
Building Systems / Operational Improvements - Cobo Center					G.O.								\$8,960	\$0
Building Systems / Operational Improvements - Cobo Center					R&R				\$200	\$110	\$110	\$360		\$780
Hart Plaza					G.O.	\$4,800							\$7,370	\$0
Cobo Center - Exterior					G.O.								\$8,670	\$0
Cobo Center - Exterior					R&R					\$320	\$500			\$820
<b>Total by Funding Source</b>														
						<b>Auth Unissued</b>	<b>Budget 2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Un-Program</b>	<b>5-Year Total</b>
					G.O.	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$46,270	\$0
					R&R		\$0	\$1,040	\$1,000	\$1,005	\$610	\$1,000	\$0	\$4,655
<b>Total by Agency: Civic Center</b>														
						<b>Budget 2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Un-Program</b>	<b>Grand Total</b>	
						\$0	\$1,040	\$1,000	\$1,005	\$610	\$1,000	\$46,270	\$50,925	

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget

# CULTURE, ARTS and TOURISM



## **CULTURE, ARTS AND TOURISM**

### **AGENCY MISSION**

The mission of the Department of Culture, Arts and Tourism is to sustain and nurture the cultural life of the City of Detroit, and to articulate and promote the contributions made by the cultural community to residents and visitors alike.

### **CURRENT FACILITIES**

The facility in need of capital improvement funds is the Eastern Market. The Eastern Market was placed under the jurisdiction of the Department of Culture, Arts, and Tourism in July 2003. The main office of the market is located at 2934 Russell, Detroit, MI 48207. The Market is more than 160 years old. There are several areas within the market that are in desperate need of improvement, and complete overhaul of the market is not out of question.

The City of Detroit owns 11 acres of the Eastern Market, from the Fisher Service Drive to Russell Street. Included on these acres are:

Shed #2 – located between Winder and Adelaide

Shed #3 - located between Adelaide and Division

Shed #4 – located between Division and Alfred

Shed #5 – located between Alfred and Brewster

Shed #6 – located between Alfred and Wilkins

Two stand-alone restrooms- Round House restrooms, and Annex restrooms;  
Round House located at the corner of Russell & Division. Annex is located at the corner of Wilkins behind the Administrative Office.

There are five (5) Concession Stands: They are located in Shed #2, Shed #3, Shed #4, Shed #5, and behind the Annex restroom outside of Shed #6.

Parking Facilities – One 3-story parking deck located on the corner of Alfred and Riopelle ran by Municipal Parking.

There are 10 parking lots located throughout the Market:

- Square #2 – located between E. Fisher Service Drive and Winder
- Square #5 – located at the corner of Winder and Market Street
- Square #6 – located at the corner of Russell and Winder
- Square #7 – located at the corner of Market Street and Adelaide
- Square #8 – located at the corner of Russell and Adelaide
- Square #10 – located at the corner of Russell and Adelaide
- Square #12 – located at the corner of Russell and Division
- Square #13 – located at the corner of Riopelle and Division
- Square #14 – located at the corner of Russell and Division
- Square #16 – located at the corner of Russell and Brewster

The Welcome Center is a three (3) story building located at the corner of Adelaide and Market Street. The Eastern Market Administrative Office Building is a two (2) story building located at the corner of Russell and Wilkins. Outside of this building on Russell Street, there is a public weight scale. Nearby the market is a Fire Station, Engine #23.

## **CULTURE, ARTS AND TOURISM**

### **FIVE YEAR HISTORY**

Over the last five years, the Detroit Building Authority, as the project managers, have overseen projects totaling \$4,046,979 for renovation and improvements made at the Eastern Market.

The Detroit Building Authority with the approval of Recreation had contracted with Architects International to do the following:

From 1998 – 2004, prepare bid documents, prepare and design plans for renovation of bathrooms; plan and load study of electrical work needed in sheds, prepare design and construction documents and construction inspection; provide oversight and management for a total cost of \$154,880 with \$19,880 pending.

The Detroit Building Authority in conjunction with the Recreation Department had contracted with White Construction Company from May, 1998 to 2004 for a total of \$2,254,658, with 303,355 pending, to perform the following:

Upgrade electrical system in sheds 2, 3, 4, 5, & 6; install bird control netting in sheds; replace wood; repair shed doors and office doors; repair P.A. system; power wash and vacuum storm drains; power wash sheds; install exterior electrical outlets; install 42 new roof drains; clean drains; repair damage lighting; replace room on sheds 2 & 3; resurface parking lot, paint concession stands (5); paint interior and exterior of sheds and other buildings; install concrete collars; remove hidden obstruction; upgrade Welcome Center, restrooms, administrative building.

### **PROPOSED FIVE YEAR CAPITAL PLAN**

The Department of Culture, Arts & Tourism is working with Greater Downtown Partnership on the Eastern Market Reinvestment Strategy. The ultimate goal is to make Eastern Market a vibrant center for produce, specialty foods, flowers, entertainment, and good eating throughout the year. The strategies proposed here will enhance the current strengths and, through a series of initiatives, create new ones in order for the Market to become an active, year-round center of health, education, economic growth and diversity. The estimated total cost of the entire project is \$18,000,000 with a start date of January 2005.

Specific plans for the market over the next five years include the following:

Shed #2 through Shed # 5 will need to be refurbished; which includes improvements to the exterior and interior of the sheds; paint, update electricity, update water and telephone system; redo roof, walls, floors and drains. Other improvements to the market include: adding a security system, new doors, signage, and remove existing curbs; add office areas and redo stalls; add educational center, new landscaping; plus a total reconstruction of Shed #6. A new infrastructure will be created, as well as, the building of a new event space.

### **CAPITAL RELATIONSHIPS: INTERDEPARTMENTAL AND KEY STAKEHOLDERS**

To complete this project the Department of Culture, Arts & Tourism and the Greater Downtown Partnership will require assistance from the following departments:

- Public Lighting – to construct new lighting structures around the market.

## **CULTURE, ARTS AND TOURISM**

- DPW – to redo certain streets, widen sidewalks, curb work to make the Market more handicapped accessible.
- DWSD – to install new pipes & lines around specified parts of the Market (sheds).
- Planning & Development will coordinate redevelopment opportunities in and around the Eastern Market.

### **GOALS FOR CAPITAL PROGRAM**

1. To redevelop Eastern Market through an aggressive and comprehensive capital improve plan, which will enable the market to realize its untapped social and economic potential.
2. To accelerate business economic development by enabling more farmers and vendors to retail under the shed; to allow for a competitive/market rate leases that will increase revenue generated by the market.
3. To improve stakeholder relationships for vendors, citizens, residents and visitors.
4. To turn the market into a year-round tourist destination, as well as, a source for fresh foods, flowers and produce.
5. To make the market an active, year-round center for health, education, economic growth, and diversity.
6. To spur retail and residential interest in the surrounding area, as supported by a new master plan for the Eastern Market.
7. To provide barrier-free access to the market for those with special physical needs.

### **RATIONALE FOR CAPITAL PROGRAM**

The Eastern Market has been under appreciated for many years. As a result, the physical structures have suffered an undeniable decline. However, the interest in and support of the Market has not faltered, and many anxiously await an investment plan worthy of giving resources in order that the Market can be all that it once was and is capable of being to this community.

## CULTURE, ARTS AND TOURISM

### *PHASE I*

#### **Event Space**

Phase I of the overall Eastern Market project will create a flexible-use space (Event Space) to integrate Shed 2 and the adjacent retail store frontage into a market commons. This will enhance Eastern Market as a major downtown and regional destination, thus bringing new visitors to the market and increase future customer base. The addition of this space will provide more operating space for cafes and display on restaurant and retail frontage. It will re-establish the historic value of the Central Market as well as increase the attractiveness of sounding business and encourage small businesses to seek space in this area. The total project cost is \$1.2 million.

2004- 05	\$360,000	General Obligation Bonds
	840,000	Other Sources

#### **Shed 2**

Refurbishing Shed #2 involves refurbishing the exterior of the shed, create new market signage, repaint interior, purchase new fire sprinkler system, update electricity, water and telephone system, rehabilitate rainwater gutters and leaders, rehabilitate roof & walls, add new column protection, rehabilitate existing floors and drains. The estimated cost for this project is \$1,700,000.

Again this project will create an economic development opportunity for fresh food and seasonal producers and re-establish the Market as a historic center for delivery of fresh farm products. It will provide opportunities for urban cooperative and youth farmers to extend operations from growing to selling produce; will create an historically significant sense of place by integrating the restored 19<sup>th</sup> century structure with public event space and adjacent improved retail space.

2004- 05	\$ 40,000	General Obligation Bonds
2005- 06	470,000	General Obligation Bonds
	1,190,000	Other Sources

### *PHASE II*

#### **Shed 3**

Phase II of the overall Eastern Market project involves refurbishing Shed 3. Project details for Shed #3 are as follows: refurbish exterior of the shed, winterize building, redo lighting/electrical work, life safety upgrades needed, add security system, add new exterior market signage, new ventilation fan, replace existing material with new translucent material, upgrade building's utilities (electrical, telephone, water), rehabilitate entrance, roof & walls, replace existing doors with new doors, add new column protection, remove existing curb. The total cost for shed 3 project is \$3,900,000.

The goal of this project is to have the market become a year-round attractive experience for shoppers and visitors. The hours of operation will be extended to provide increased opportunities for vendors with the possibility of obtaining new vendors to the central food shed. Shoppers will be able to buy high quality and diverse products year round.

## CULTURE, ARTS AND TOURISM

This shed will feature Specialty Foods (ethnic, hard to find and prepared foods), Baked Goods (pastries, pies, fresh breads and muffins); Meats (refrigerated stall space to store assorted meats year-round), and Dairy (refrigeration will make it possible to offer all sorts of dairy products year-round).

2005-06	\$2,730,000	Other Sources
2007-08	585,000	General Obligation Bonds

### **Shed 5 and Shed 6**

These sheds will serve as our “Flowerland”. They will be used to broaden the Market’s strength of plants and flowers. Retail product space will be added to foster year-round sales. These sheds will serve as a major destination within the Market and the Region for plants and flowers. The flowers and plants will be utilized to create an attractive entry into the Market on Russell Street. The year-round sales opportunities will then exist for flower growers.

#### **Shed 5**

This project will refurbish exterior of the Shed 5, add new signage, new doors, new roof, upgrade building’s utilities (electrical, telephone, water), redo interior of shed. The estimated total cost for this project is \$1,200,000.

2005- 06	\$840,000	Other Sources
2008- 09	360,000	General Obligation Bonds

#### **Shed 6-New Construction**

Construction of a new Shed 6 will allow the plant and flower growers to create a concentrated flower center. This will also encourage year-round greenery that will promote what it has to offer.

2005- 06	\$1,750,000	Other Sources
2009- 10	750,000	General Obligation Bonds

## ***PHASE III***

### **Shed 4**

Shed #4 will serve as the Market Services and Education Center. It will be a center for Market administration, visitor amenities and food information and instruction. This section will establish a central location for food education, safety and awareness for the region. It will be a beautiful Market Service Center, linking parking to shopping carts, restrooms and market information functions. It will increase the awareness of and attentiveness to customer, vendor and security needs. It will create a pleasant place to meet, greet, and eat locally prepared foods.

## CULTURE, ARTS AND TOURISM

The Shed 4 project will refurbish exterior of the shed, add new signage, new electrical, telephone & water systems, redo entrance, roof & walls, add landscaped areas around stall, add office area, redo open stalls, add educational center. The estimated cost for this project is \$3,500,000.

2006- 07	\$2,450,000	Other Sources
2007- 08	50,000	General Obligation Bonds
	1,000,000	Unprogrammed

### **Infrastructure Improvements**

This improvement will enhance the Eastern Market as a major downtown and regional destination. It will improve visitor's ability to park, walk, and move about while feeling comfortable about being in the Market. It will establish greenway links to the Riverfront, Downtown, and Cultural Center areas. This new infrastructure will build an attractive and viable environment for economic development.

This infrastructure project will create new infrastructure at the market which includes but is not limited to: New district signage and identity announcements at Mack, Russell, Wilkins & Gratiot; Dequindre Cut creating links between Downtown, the Riverfront and the Cultural Center; street plan & parking which include reopening streets and increasing parking at the Market; pedestrian crossings to create safe pedestrian crossing; outdoor beautification by adding decorative benches, trash receptacles, lighting; Signage at sheds to include shed and vendor signage; and retail facades which includes widening the sidewalks in front of historical retail blocks, facades improvement to existing structures. Estimated project cost is \$4 million.

2006- 07	\$2,800,000	Other Sources
	1,200,000	Unprogrammed

**City of Detroit**  
**Proposed Capital Agenda**  
**FY 2005-06 through 2009-10**

**Culture, Arts and Tourism**

	<b>Project Status</b>	<b>Timeline</b>	<b>Impact on Budget</b>	<b>Impact on Staffing</b>	<b>Impact on Budget</b>	<b>Funding Source</b>	<b>Auth Unissued</b>	<b>Budget 2004-05</b>	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>	<b>2008-09</b>	<b>2009-10</b>	<b>Un-Program</b>	<b>Rec. 5-Year Plan Total</b>
Eastern Market - Event Space	N	P	AF	AS		G.O.		\$360							\$0
Eastern Market - Event Space	N	P	AF	AS		O.S.		\$840							\$0
Eastern Market - Shed 2	N	P	AF	AS		G.O.	\$470	\$40	\$470						\$470
Eastern Market - Shed 2	N	P	AF	AS		O.S.			\$1,190						\$1,190
Eastern Market - Shed 3	N	P	AF	AS		G.O.	\$1,120			\$585					\$585
Eastern Market - Shed 3	N	P	AF	AS		O.S.			\$2,730						\$2,730
Eastern Market - Shed 5	N	P	AF	AS		G.O.	\$360				\$360				\$360
Eastern Market - Shed 5	N	P	AF	AS		O.S.			\$840						\$840
Eastern Market - Shed 6	N	P	AF	AS		G.O.							\$750		\$750
Eastern Market - Shed 6	N	P	AF	AS		O.S.			\$1,750						\$1,750
Eastern Market - Shed 4	N	P	AF	AS		G.O.	\$50			\$50				\$1,000	\$50
Eastern Market - Shed 4	N	P	AF	AS		O.S.			\$2,450						\$2,450

*Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NSI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget*

## Culture, Arts and Tourism

Project Status	Timeline	Impact on Budget		Impact on Staffing	Impact on Budget	Funding Source	Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Rec. 5-Year Plan Total
Eastern Market - Infrastructure	N	P	AF	AS		G.O.								\$1,200	\$0
Eastern Market - Infrastructure	N	P	AF	AS		O.S.			\$2,800						\$2,800
Total by Funding Source															
							Auth Unissued	Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	5-Year Total
						G.O.	\$2,000	\$400	\$470	\$0	\$635	\$360	\$750	\$2,200	\$2,215
						O.S.	\$840	\$840	\$6,510	\$5,250	\$0	\$0	\$0	\$0	\$11,760
Total by Agency: Culture, Arts and Tourism															
							Budget 2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	Un-Program	Grand Total	
							\$1,240	\$6,980	\$5,250	\$635	\$360	\$750	\$2,200	\$17,415	

Project Status: M=project is maintaining current infrastructure; N=project will result in new development  
Project Timeline: P=project is proposed; O=project is ongoing; U=project is one time and underway  
Impact on Operating Budget: AF=additional funding is required; RF=results in reduction of funding; NOI=no operating impact  
Impact on Staffing Budget: AS=additional staffing is required; RS=results in reduction of staffing; NSI=no staffing impact  
Impact on Operating Budget \$: annual additional funding or (reduction of funding) to operating budget